

HE 2355

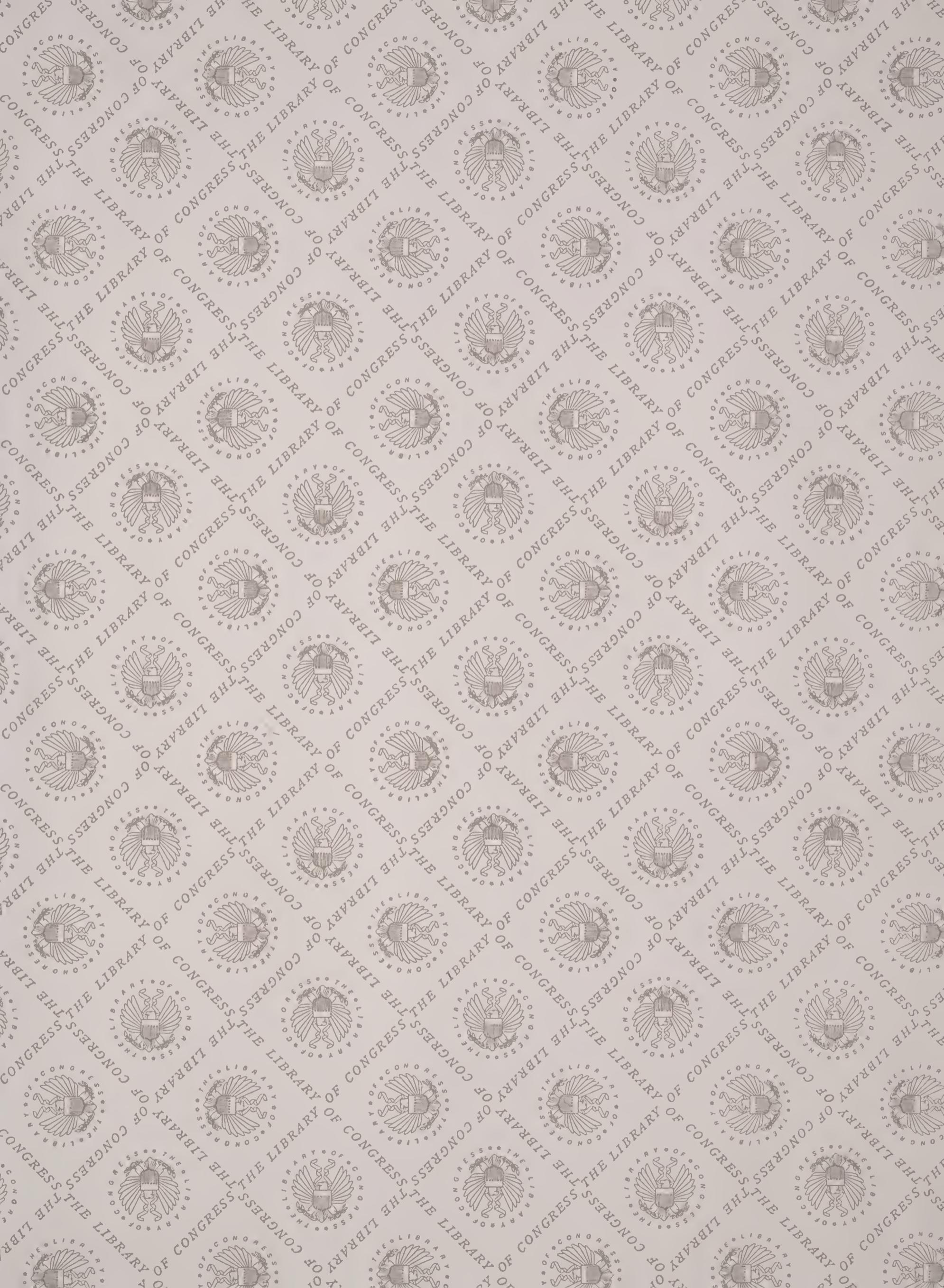
.A43

1921

Copy 2

FT MEADE
GenColl





The Traffic Manual

EXCERPTS AND REVISIONS OF TARIFFS AND CLASSIFICATIONS; ALSO RULES AND REGULATIONS, SHIPPING FORMS AND TRAFFIC DATA USED IN THE COMPUTATION OF CHARGES ON SHIPMENTS AND THE SOLUTION OF PRACTICAL TRAFFIC PROBLEMS. FORMING A PART OF THE PRACTICAL TRAFFIC MANAGEMENT TRAINING SERVICE.

Prepared under the direction of the ADVISORY TRAFFIC COUNCIL OF
THE AMERICAN COMMERCE ASSOCIATION

5th EDITION

EDWARD J. MARTIN
EDUCATIONAL DIRECTOR



THE AMERICAN COMMERCE ASSOCIATION
CHICAGO

Copyrighted by
THE AMERICAN COMMERCE ASSOCIATION
1921

cop 2

THE TRAFFIC MANUAL

INDEX

HE 2355
A43
1921
copy 2

	Pages
ABBREVIATIONS, EXPLANATION OF.....	1 to 6
BILLS OF LADING.....	83 to 85
CLASSIFICATIONS OF PROPERTY.....	36 to 48
Official Classification	36 to 40
Southern Classification	47 to 48
Western Classification	41 to 46
CLASSIFICATION RULES	27 to 34
DEMURRAGE RULES	75 to 79
EXCEPTIONS TO CLASSIFICATION.....	48 to 52
Official Classification	49 to 52
Southern Classification	48
Western Trunk Line Exceptions to Western Classification	52
INDEX TO ARTICLES.....	35
PRACTICAL TRAFFIC PROBLEMS.....	7 to 26
Subjects	
Traffic Geography	7 to 9
Principals of Classification.....	9 to 10
Application, Construction and Interpretation of Tariffs	10 to 12
Special Freight Services. Part 1.....	13 to 15
Special Freight Services. Part 2.....	15 to 17
Special Freight Services. Part 3.....	17 to 19
Express and Parcel Post Services.....	20
Railway Traffic Departments.....	20 to 21
Industrial Traffic Departments.....	21 to 24
Application of Tariffs, Official Western and Southern Classification Territory.....	24 to 26
SIZE AND CAPACITY OF CARS.....	63
STORAGE RULES AND CHARGES.....	80 to 82
TARIFFS	53 to 74
Construction of. Illustrative Exhibits.....	53 to 58
Constructional, for Problematic Application only.....	59 to 74

JUL 19 1921

© CLA 621277 ✓

Explanation of Abbreviations

The following abbreviations are frequently used in traffic work and in domestic and foreign shipping technique

A1.=First Class.	B.E.=(a) Bureau of Explosives (b) Bill of Exchange.
A.A.R.R.=Against all risks (insurance).	Bet.=Between.
Acct.=Account.	B.&I.B.=Billing and Instruction Book.
Ack'd.=Acknowledged.	B.L. or B/L.=Bill of Lading.
Actg.=Acting.	Bldg.=Building.
A.D.=Anno Domino (In the year of our Lord).	B.C.=British Columbia.
Add.=Addition.	Bls.=Bales.
Adm.Ct.=Admiralty Court.	B.M.=Board Measurement.
Ad.Val.=Ad Valorem.	B.O.=(a) Bad Order (b) Buyer's Option.
Adv.=Advance.	Br.=Branch.
A.F.A.=Auditor of Freight Accounts.	B.S.=Bill of Sale.
A.F.T.M.=Assistant Freight Traffic Manager.	Bskt.=Basket.
A.F.R.=Auditor of Freight Receipts	Bt.=Boat.
A.F.T.=Auditor Freight Traffic.	Bu.=Bushel.
A.G.F.A.=Assistant General Freight Agent.	Bx.=Box.
Agrl.=Agricultural.	°C.=Degree Centigrade.
Agt.=Agent.	C.A.F.=Cost, Assurance and Freight.
Alta.=Alberta.	C.C.=Corporation Commission.
Amt.=Amount.	C.B.=Cape Breton.
Ans.=Answer.	C.E.=Consumption Entry.
A.Q.=Any quantity.	C.F.A.=(a) Canadian Freight Association. (b) Central Freight Association.
A.R.=(a) All rail (b) Alleghany Region.	C.F.C.=Consolidated Freight Classification.
A.R.A.==American Railway Association.	C.&F.=Cost and Freight.
Arb.=Arbitrary.	C.H.=Clearing House or Court House.
Arr.=(a) Arrived (b) Arrival.	Chg.=Charge.
Aud.=Auditor.	C.I.F.=Cost, Insurance and Freight.
Ass'n.=Association.	C.I.F.C.I.=Cost, Insurance, Freight, Collection, Interest.
Asst.=Assistant.	C.I.F. & E.=Cost, Insurance, Freight and Exchange.
@=At.	Cir.=Circular.
Atl.=Atlantic.	Ck.=Cask.
A.T.M.=Assistant Traffic Manager.	Class'n.=Classification.
Auth.=Authority.	C. and L.=Canal and Lake.
Av.= Average.	Cl.=Claim.
Avdps.=Avoirdupois.	C.L.=Carload.
Ave.=Avenue.	C.L. & R.=Canal, Lake and Rail.
A.W.=All Water.	Cld.=Cleared.
A/W.=Actual Weight.	c/o=Care of.
Bal.=Balance.	Co.=(a) Company (b) County.
B.B.=Break Bulk.	Comp. G.=Compressed Gas.
Bbl.=Barrel.	C.O.D.=Cash (or collect) on delivery.
Bbls.=Barrels.	Col.=Column.
Bd.=(a) Board (b) Bound.	
Bd.Ft.=Board Foot.	
Bdl.=Bundle.	

Explanation of Abbreviations—Continued

Com.=Committee.	Do.=Same.
Com.=Commodity.	Doz.=Dozen.
Comb.=Combination.	D.P.=Documents for payment (foreign banking).
Com'l.=Commercial.	Dpt.=Depth.
Comm.=Commission.	Dun.=Dunnage.
Comm'r.=Commissioner.	E.B.=Eastbound.
Conc.=Concentration.	Ea.=Each.
Conf.=Conference.	E.F.I.B.=Eastern Freight Inspection Bureau.
Conf. Rul. Bul.=Conference Ruling Bulletin	E.=East.
Cont'd.=Continued.	e.g.=For example.
Cor.=Corrected.	Elec.=Electric.
Cor. L.=Corrosive Liquid.	E. & O.E.=Errors and omissions excepted.
Corp.=Corporation.	Eq.=Equal.
Co's.=Company's.	E.R.=(a) Eastern Region (b) East River.
C.O.S.=Cash on shipment.	Elev.=Elevation.
C.P.A.=(a) Chartered Public Accountant	Est.=Estimated.
.(b) Certified Public Account.	Est. Wt.=Estimated weight.
C.P.G.=Cotton Piece Goods.	et al.=And others.
C.R.=Carrier's Risk.	Etc.=Etcetera (and so forth).
C.R.C.=Canadian Railway Commission.	Ex.=(a) Exchange (b) Express (c) Example,
Crossg.=Crossing.	(d) Exception.
C.S.=Car Service.	Ex. B.L.=Exchange Bill of Lading.
C.S.S.=Car Service Section.	Excpt.=Exception.
C.T.B.=Chief of Tariff Bureau.	Exp.=Export.
Ctg.=Cartage.	°F.=Degree Fahrenheit.
Cts.=Cents.	F.A.=(a) Freight Agent (b) Free Astray (c)
Cu.=Cubic.	Freight Astray.
Cu. Ft.=(a) Cubic foot (b) Cubic feet.	F.A.A.=Free of all average.
Cwt.=Hundredweight.	Fahr.=Fahrenheit.
C.W.O.=Cash with order.	F.A.Q.=Fair, average quality.
G.W.R.=Central Western Region.	F.A.S.=Free alongside.
Cy.=County.	F.B.=Freight Bill.
D.A.=Documents for acceptance (foreign banking).	F.C.A.=(a) Freight Claim Agent (b) Freight Claim Association.
Dbk.=Drawback.	F.D.=Freight Department.
D.D.=Double deck.	Fertz.=Fertilizer.
D.D. of T.=Director, Division of Traffic.	Fir.=Firkin.
Deft.=Defendant.	Flt.=Float.
Deg.=Degree.	F.O.B.=Free on Board.
Dely.=Delivery.	For.=Foreign.
Dem.=Demurrage.	F.O.R.=Free on Rail.
Dept.=Department.	F.P.A.=Free of Particular Average.
Desp.=Despatch.	F.P.A. (A.C.)=Free of Particular Average (American Conditions).
Destn.=Destination.	F.P.A. (E.C.)**=Free of Particular Average (English Conditions).
D.F.A.=Division Freight Agent.	Frt.=Freight.
Diam.=Diameter.	Ft.=(a) Feet (b) Foot (c) Fort.
Diff.=Differential.	F.S.=Fourth Section (Interstate Commerce Law).
D. of P.S.=Director of Public Service.	
Disc.=Discount.	
Dist.=(a) District (b) Distance.	
Div.=(a) Division (b) Diversion.	
Dk.=Dock.	

Explanation of Abbreviations—Continued

F.T.D.=Freight Traffic Department.

F.T.M.=Freight Traffic Manager.

F.X.=Freight Tariff Concurrence.

F. & W. Chg.=Feeding and Watering Charge.

G.A.=(a) General Average (b) General Agent.

Ga.=Gallon.

G.B.=Guide Book.

G.C.A.=General Claim Agent.

G.F.A.=General Freight Agent.

Gen. Aud.=General Auditor.

G.F.D.=General Freight Department.

G.M.=General Manager.

G.O.=General Office.

G.O.C.=General Operating Committee.

G.P.A.=General Passenger Agent.

G.P.D.=General Passenger Department.

Gr.=(a) Gross (b) Grain (c) Group.

G.T.=Gross Ton.

Gtd.=Guaranteed.

G.T.M.=General Traffic Manager.

Hgt.=Height.

Hhd.=Hogshead.

H.P.=Horse Power.

Hr.=Hour.

I. & S. Docket*=Investigation and Suspension Docket.

i.e.=That is.

I.B.=(a) Inbound (b) In Bond.

I.C.C.=Interstate Commerce Commission.

I.C.C. Spec'n.=Interstate Commerce Commission Specification.

I.C. Rep.=Interstate Commerce Report.

I.C.C. Rep.=Interstate Commerce Commission Report.

I.L.=Inter-line.

Imp.=(a) Implement (b) Import.

In.=Inches.

Inc.=Incorporated.

Inc'l.=Inclusive.

Inf. L.=Inflammable Liquid.

Inf. S.=Inflammable Solid.

Ins.=Insurance.

Inst.=(a) Instant (this month)

Int.=(a) Interior (b) Interchange (c) Internal.

Int. Rev.=Internal Revenue.

Inv.=Invoice.

It.=Item.

I.R.D.=Internal Revenue Department.

I.T.**=Immediate Transportation.

Jct.=Junction.

J.E.A.**=Junction Export Agent.

J.R.I.B.=Joint Rate Inspection Bureau.

Jt.=Joint.

K.D.=Knocked down.

K.D.C.L.=Knocked down, carload.

K.D.L.C.L.=Knocked down, less than carload.

Lat.=Latitude.

L. & D.=Loss and Damage.

L. & R.**=Lake and Rail.

Lb.=Pound.

Lbr.=Lumber.

Lbs.=Pounds.

Liq.=(a) Liquid (b) Liquor.

L/C=Letter of Credit.

L.C.L.=Less than carload.

Ldg.=Landing.

L.F.A.=Local Freight Agent.

Lg. Tn.=Long Ton.

Ltd.=Limited.

Ltge.=Lighterage.

Ltr.=Lighter.

Man.=Manitoba.

Max.=Maximum.

M.C.B.=Master Car Builder.

Mdse.=Merchandise.

Memo.= Memorandum.

Mfd.=Manufactured.

Mfg.=Manufacturing.

Min.=Minimum.

Min. Wt.=Minimum Weight.

Misc.=Miscellaneous.

Miss. Riv.=Mississippi River.

M.I.T.=Milling in Transit.

Mo. Riv.=Missouri River.

M.O.=Money Order.

M.P.=Mile Post.

Mt.=Mount.

Mty.=Empty.

Mxd.=Mixed.

Explanation of Abbreviations—Continued

N.A.C.=North Atlantic Coast.	P.E.I.=Prince Edward Island.
N.=Note.	Per An.=Per Annum.
Nav.=Navigation.	Per Ct.=Per Cent.
N.B.=New Brunswick.	Pfd.=Preferred.
N. B.=North Bound.	Pk.=Peck.
N.E.F.A.=New England Freight Asso.	Pkg.=Package.
N.E.S.=Not elsewhere specified.	Pl.=Place.
N.F.=Newfoundland.	Plff.=Plaintiff.
No.=Number.	P.M.=(a) Post Master (b) Paymaster.
N.O.E.=Not otherwise enumerated.	P.O.=Post Office.
N.O.H.P.=Not otherwise hereinprovided.	P.P.=(a) Prepay (b) Prepaid (c) Parcel Post.
N.O.I.B.N.=Not otherwise indexed by name.	P.=Page.
N.O.S.=Not otherwise specified.	pp.=Pages.
Nos.=Numbers.	P.R.=Pocahontas Region.
N.R.=North River.	Pr.=Price.
N.T.=Net Ton.	Pres.=President.
Nstd.=Nested.	Pro.=Progressive.
Ntfy.=Notify.	P.S.C.=Public Service Commission.
N.W.R.=Northwestern Region.	P.T.=Postal Telegraph.
N.S.=Nova Scotia.	Pt.=(a) Pint (b) Point (c) Port.
O. & R.=Ocean and Rail.	P.T.M.=Passenger Traffic Manager.
O.C.=Official Classification.	P.U.C.=Public Utilities Commission.
O/C=Overcharge.	P.Q.=Province Quebec.
O.K.=All Correct.	Qt.=(a) Quart. (b) Quantity.
O/N=Order-Notify.	Qu.=Question.
O.R.=Owner's Risk.	R.C.=Relief Claim.
Ont.=Ontario.	R/C=Reconsigned.
O.R.C.=(a) Owner's risk of chafing (b) Ohio	Re-exp.=Re-export.
Railroad Commission.	Red.=Reduction.
O.R.B.=Owner's risk of breakage.	Ref.=Reference.
O.R.D.=Owner's risk of damage.	Refrig.=(a) Refrigerator (b) Refrigeration.
O.R. Det.=Owner's risk of deterioration.	Reg.=Regulations.
O.R.F.=Owner's risk of fire.	Reimp.=Re-import.
O.R.L.=Owner's risk of leakage.	Rel.=Released.
O.R.L.=Owner's risk of loss.	Rep.=(a) Report (b) Representation.
O.R.S.=Owner's risk of sifting.	R. & L.=Rail and Lake.
O.R.W.=Owner's risk of weather.	R. & O.=Rail and Ocean.
(b) Owner's risk of becoming wet.	R. L. & R.=Rail, Lake and Rail.
O.S. & D.=Over, short and damage.	R.E.R.=Railway Equipment Register.
Oxd. M.=Oxidizing Material.	Retd.=Returned.
Oz.=Ounce.	R.I.T.=Refining in Transit.
P.A.=(a) Per Annum (b) Passenger Agent (c)	Riv.=River.
Purchasing Agent.	R.P.O.=Railway Post Office.
P/C=Particular Average.	Rpt.=Report.
Pac.=Pacific.	R.R.=Railroad.
Par.=Paragraph.	Rte.=Route.
Pass.=Passenger.	Rwy.=Railway.
P.C.F.B.=Pacific Coast Freight Bureau.	Ry.=Railway.
Pcs.=Pieces.	R. & W.=Rail and Water.
Pd.=Paid.	
P.D.=Per Diem.	

Explanation of Abbreviations—Continued

S.A.C.=South Atlantic Coast.
 Sask.=Saskatchewan.
 S.B.=(a) Southbound (b) Steamboat (c) Shipping Board.
 S.C.=(a) Southern Classification (b) Special Circular.
 S.C.C.=State Corporation Commission.
 Sch.=Schooner.
 S.C.S.=Superintendent Car Service.
 S.C. & S.=Strapped, Corded and Sealed.
 Sdg.=Siding.
 Sec.=Section.
 S.D.=Single Deck.
 S.E.F.A.=Southeastern Freight Asso.
 S.E.M.V.A.=Southeastern Mississippi Valley Association.
 S.F.I.B.=Southern Freight Inspection Bureau.
 Shtg.=Shortage.
 Sh. tn.=Short Ton. (2,000 lbs.)
 S.L. & C.=Shipper's load and count.
 S.I.T.=Stopping in Transit.
 S.L. & T.=Shipper's Load and Tally.
 So.=South.
 S.O.=(a) Seller's Option (c) Shipping Order.
 Sou. Class'n.=Southern Classification.
 S.P.A.=Subject to Particular Average.
 Sp. Iron.=Special Iron.
 Spgs.=Springs.
 S.R.=(a) Southern Region (b) Shipping Receipts.
 S.S.=(a) Steamship (b) Shipside.
 St.=(a) Street (b) Saint.
 Sta.=Station.
 Str.=(a) Steamer (b) Straight.
 Strs.=Steamers.
 S.U.=Set up.
 S.U.C.L.=Set Up, carload.
 S.U.L.C.L.=Set up, less than carload.
 Sup.=Supplement.
 Supt.=Superintendent.
 S.W.R.=Southwestern Region.
 Swtg.=Switching.
 S.W.T.C.=Southwestern Tariff Committee.
 Sys.=System.
 Tc.=Tierce.
 T.-C.F.B.=Trans-Continental Freight Bureau.
 T.-C.W.=Trans-Continental Weighing & Inspection Bureau.
 Tel.=Telegram.
 Term.=Terminal.
 Terr.=Territory.
 Ter. Dir.=Territorial Directory.

Tfr.=Transfer.
 T.L.A.=Trunk Line Association.
 T.M.=Traffic Manager.
 T.-M.F.B.=Trans-Missouri Freight Bureau.
 Tnge.=Tonnage.
 Tot.=Total.
 Tran.=Transit.
 Trans.=Transportation.
 Transf.=Transferred.
 Treas.=Treasurer.
 Trans. Priv.=Transit Privileges.
 Trf.=Tariff.
 T.T.B.=Texas Tariff Bureau.
 U/C=Undercharge.
 U.K.=United Kingdom.
 Ult.=Ultimo.
 U.S.=United States.
 U.S.N.D.=United States Navy Department.
 U.S.P.=United States Proof.
 U.S.R.A.=United States Railroad Administration.
 U.S.S.B.=United States Shipping Board.
 U.S.W.D.=United States War Department.
 V.=Versus.
 Val.=Value.
 Ves.=Vessel.
 Via.=By way of.
 Viz.=Namely.
 Vol.=Volume.
 V.P.=Vice-President.
 Vs.=Versus.
 W.A.=With Average (insurance).
 W.B.=(a) Way-bill (b) Westbound.
 W.C.=Western Classification.
 Wdt.=Width.
 West'n. Class'n.=Western Classification.
 Whf.=(a) Wharf (b) Wharfage.
 Whse.=Warehouses.
 W I.=West Indies.
 W.M.=Weight of Measurement.
 W.P.A.=With Particular Average.
 W. & F.=Water and Feed.
 Wrfg. Chgs.=Wharfage charges.
 W. & I.=Weighing and Inspection.
 W. & R.=Water and Rail.
 Wt.=Weight.
 W.T.=War Tax.
 W.T.B.=War Trade Board.
 W.T.B.R.=War Trade Board Report.
 W.T.L.=Western Trunk Line.
 W.T.L.A.=Western Trunk Line Association.
 W.U.=Western Union.
 W. W & L. B.=Western weighing and Inspection Bureau.

Explanation of Abbreviations—Continued

Yd.=Yard.

Yr.=Year.

Xing.=Crossing.

Abreviations of Classifications Ratings

Class	Explanation	Class	Explanation
1	First Class.	5	Fifth Class.
1½	One and one-fourth times First Class.	6	Sixth Class.
1½	One and one-half time First Class.	A	Class A
D 1	Double First Class.	B	Class B
2½ t 1	Two and one-half times First Class.	C	Class C
3 t 1	Three times First Class.	D	Class D
3½ t 1	Three and one-half times First Class.	E	Class E
4 t 1	Four times First Class.	R-25	Rule 25 Class.
2	Second Class.	R-26	Rule 26 Class.
3	Third Class	R-28	Rule 28 Class.
4	Fourth Class.		

PRACTICAL TRAFFIC PROBLEMS

In this section of the TRAFFIC MANUAL practical practice traffic problems are furnished in addition to the problems required to be solved and submitted for correction, criticism and grading in the respective units. These non-examination problems are provided to afford additional practice for those who would seek extended problematic application of the working detail of the training text. The problems are adapted to the several units in the training with a particular view to broadening the scope of the training and to afford a more intensive and diversified practice than is possible within the limits of the practical traffic problem sections of the Personal Instructors. The problems should be worked out and solved with just as much care and accuracy as the required examination problems, but your solutions of the practice problems should not be sent in to the Association for correction, as model solutions are provided for all non-examination problems.

Do not look up the answer to a problem until you have worked out your own solution.

If you find that you require assistance in solving any of these non-examination problems, write to the Educational Department of the Association, and its assistance and co-operation will be promptly and cheerfully given you.

TRAFFIC GEOGRAPHY

Practice Problems

The Traffic Geography Unit, comprising territorial descriptions of sources of supply, products, markets, traffic flows and rate zones, is preliminary to the actual detail of traffic work. It is not to be expected that you will be able to solve intricate traffic problems in this unit, and your practice should, therefore, be confined to simple territorial problems interspersed with the less difficult examples of computation of freight charges.

In these earlier problems nearly all of the required detail is stated in the problem except the territorial applications.

Thus in Problem I, hereto appended, the shipment consisted of 4 cases of dry goods, weight 850 pounds, moving from New York City, N. Y., to Chicago, Ill. The dry goods took a first-class rate—and the first-class rate from New York City to Chicago was 98.5 cents per 100 pounds. Your computation of the freight charges should be as follows:

850 pounds	=	8.50 hundred weight
98.5 cents	=	\$0.985
8.50 × \$0.985	=	\$8.37
		\$0.985
		8.50
		<hr/>
		49250
		7880
		<hr/>
		\$8 37250

The operation consists of multiplying \$0.985 by 8.50 and pointing off five decimal places. Thus:

If you have difficulty in using decimal fractions, you should review the subject of decimal fractions in a standard school arithmetic.

Problem I.—John Jones, in New York City, shipped to John Smith, in Chicago, Ill., four cases of Dry Goods; weight, 850 lbs. This is a movement entirely within the Official Classification Territory, and the Official Classification classifies Dry Goods, N. O. I. B. N. (Not Otherwise Indexed by Name in the Classification) in bales or boxes, First Class. The First Class rate from New York to Chicago is 98.5 cents per cwt. What are the charges on this shipment?

Problem II.—A shipper in New Orleans, La., shipped to a customer at Montgomery, Ala., four boxes of Cut Glassware, weighing 675 lbs. This shipment moves entirely within the Southern Classification Territory. The Southern Classification classifies Cut Glassware, N. O. I. B. N., when packed in barrels or boxes, "D1" (which means double 1st class). The First Class rate from New Orleans to Montgomery is 89 cents per cwt. What are the charges on this shipment? ✓

Problem III.—A shipper in Chicago, Ill., shipped to a customer in Springfield, Ill., 20 Folding Metal Couches, S. U. (Set Up), weight 978 lbs. This is an Intra-State movement, and is governed by the Illinois Classification, which classifies Couches, Metal Folding, S. U., 1½. The First Class rate from Chicago to Springfield is 38.4 cents per cwt. What are the freight charges on this shipment?

Problem IV.—A shipper in New York City shipped to a customer in St. Paul, Minn., 10 Boxes of Wire Can Keys, weight 1,847 lbs. There are through rates between New York City and St. Paul, governed by the Official Classification. The Official Classification classifies Can Keys, wire L. C. L. (in less than carloads) 3rd class. The 3rd Class rate from New York to St. Paul is 78.5 cents per cwt. What are the charges on this shipment?

Problem V.—A shipper in Boston, Mass., shipped to a customer in San Francisco, Cal., 16 bags of Feathers, weight 878 lbs. Through rates are published between these points, subject to the Western Classification, which classifies Feathers, N. O. I. B. N., in bags, not machine pressed, L. C. L., "2½T1" (which means 2½ times 1st Class). The First Class rate from Boston to San Francisco is \$3.70 per cwt. What are the charges on this shipment?

Problem VI.—A shipper in Chicago shipped to a customer in Chattanooga, Tenn., 5 boxes of Wire Toilet Brushes, weight 240 lbs. There are no through rates on this commodity from Chicago to Chattanooga—which makes it necessary to use a combination rate, based on the Ohio River Crossings. Such a rate would be a combination of the proportional rate applying from Chicago to the Ohio River Crossing plus the rate applying from the Ohio River Crossing to Chattanooga. Both tariffs—the one containing the proportional rate from Chicago to Ohio River Crossings and the one containing rates beyond the Ohio River—are subject to the Southern Classification, which classified Brushes, Wire, Toilet, in boxes, First Class. The First Class rate from Chicago to the Ohio River is 35 cents per cwt., and the First Class rate from the Ohio River to Chattanooga, Tenn., is 76 cents per cwt. What are the charges on this shipment?

Problem VII.—A firm in Hammond, Ind., shipped to a customer in St. Paul, Minn., 40 fence posts, weighing 1,890 lbs., made of iron and cement, combined. Hammond is a "Chicago Rate Point," and through rates are published from Chicago Rate Points to St. Paul. These rates are subject to the Western Classification, which classifies Fence Posts of Iron and Cement combined, in packages or loose, L. C. L., as 4th Class. The 4th Class rate from Chicago Rate Points to St. Paul is 25 cents per cwt. What are the charges on this shipment?

Problem VIII.—A firm at South Bend, Ind., shipped to a dealer at Portland, Ore., 6 boxes of Christmas Tree Ornaments, N. O. I. B. N., weight 1,140 lbs. There are through rates between these points, governed by the Western Classification. The Western Classification classifies Christmas Tree Ornaments, N. O. I. B. N., in barrels or boxes, First Class. The through First Class rate is \$3.50 per cwt. What are the charges on this shipment?

Problem IX.—A concern in New York City shipped to a customer in Chicago, Ill., one box of Dry Goods, weight 65 lbs. The Official Classification provides that "No single package or small lot of freight of one class shall be taken at less than 100 pounds at the first class rate, and in no case shall a charge for a single consignment be less than 25 cents. The Official Classification further provides that "When the computation of the minimum charge results in a charge ending in a fraction of a cent the following rule will govern: If the fraction is less than $\frac{1}{2}$ cent the fraction will be dropped, but if the fraction is $\frac{1}{2}$ cent or more it will be considered a full cent." (Illustration.—If the first class rate were 25.4 the fraction would be dropped and the minimum charge would be 25 cents. If the first-class rate were 25.5 it would be counted as 26 cents.) Note: This rule regarding the disposition of the minimum charge is not used in computation of charges which are in excess of the minimum charge. The first class rate from New York to Chicago was

78.8 cents per cwt. What were the correct charges on this shipment?

Problem X.—A New York firm shipped to a customer in South Bend, Ind., four boxes of Dry Goods, weight 900 pounds. The rate on Dry Goods, from New York City to South Bend., Ind., is 75.6 cents per cwt.

(a) What are the charges on this shipment?
(b) In what territory is the point of origin of this particular shipment located, and to what territory is it destined?

(c) If this shipment had moved from Rochester, N. Y., to Denver, Colo., in what territories would the point of origin and destination, respectively, be located?

(d) If the shipment in question had moved from Boston, Mass., to Salt Lake City, Utah, in what territory would it originate and to what territory would it be destined?

(e) If the shipment moved from Hartford, Conn., to Toronto, Ont., in what territories would the point of origin and destination be located?

(f) If this shipment had moved from Montreal (Province of Quebec), Can., to Calgary (Alberta), Can., in what territories would the points of origin and destination be located?

(g) If the shipment in question had moved from Providence, R. I., to Butte, Mont., in what territories would the points of origin and destination be located?

(h) In what territory would this shipment originate and to what territory would it be destined, had it moved from Syracuse, N. Y., to Fargo, N. D.?

(i) Had this movement been from Quebec, Can., to Minneapolis, Minn., in what territory would it originate and to what territory would it be destined?

(j) If this movement had been from Indianapolis, Ind., to Birmingham, Ala., in what territories would the points of origin and destination be located?

Problem XI.—A shipper in Chicago shipped to a customer in Ogden, Utah, 6 boxes of fibre board disks, weight 1,800 pounds. In the Western Classification, which governs this movement, fibre board disks, in barrels, are classified Third Class. The Third Class rate from Chicago to Ogden, Utah, is \$1.85 per cwt. (a) What are the charges on the shipment? (b) Ogden, Utah, is one of the Utah Common Points. What other important city in Utah takes the same rate?

Problem XII.—The Simmons Hardware Co., St. Louis, Mo., shipped to a customer in the City of Mexico, 10 cases of Ammunition for Small Arms, weight 1,500 pounds. There is no through rate between these points, therefore, combination rate, based on El Paso, Tex., would be used. If the rate on this commodity from St. Louis to El Paso, Tex., is \$1.69 per cwt., and the rate from El Paso to the City of Mexico is \$1.54 per cwt., what are the charges on this shipment? Through what other important points located on the Rio Grande River could this traffic move, instead of El Paso.

Problem XIII.—The Wichita Warehouse Co., of Wichita, Kans., shipped four boxes of household goods, weight 450 pounds, to the Morton Truck and Storage Co., Toledo, Ohio. There is no through rate between these two points, therefore, combination rates, based on the East Bank of the Mississippi River, would be used. (a) If the rate from Wichita to the Mississippi River Crossings is \$1.10 per cwt., and the rate from the East Bank of the Mississippi River to Toledo is 47.3 cents per cwt., what are the charges on this shipment? (b) The tariff naming rates to the West Bank Mississippi River Crossings provides that these rates shall only apply on traffic destined to points East of Indiana-Illinois State Line. (See page 208, Section 14, Traffic Geography.) Could this same proportional rate be applied to a shipment destined to Birmingham, Ala., a point in Southeastern Territory? (c) If the tariff naming the proportional rate to the East Bank Mississippi River Crossings, provided that "These rates will only apply as proportional rates on shipments destined to points East of the Western Termini of Trunk Lines," could the rates contained therein be used on shipments destined to Indianapolis, Ind.? (For description of points East of the Western Termini of Trunk Lines, see Traffic Geography, page 209, Section 15.)

Problem XIV.—The Toledo Wheel Co., Toledo, Ohio, shipped to Cheyenne, Wyo., ten crates of Tricycles, weight 1,000 pounds. There are no through rates applying between these two points, therefore, a combination rate, based on the East Bank Mississippi River Crossings, would be used. The tariff containing the rate from Toledo, Ohio, to the East Bank Mississippi River Crossings is governed by the Official Classification, and the tariff applying from the East Bank Mississippi River Crossings to Cheyenne, Wyo., is governed by the Western Classification. Tricycles, N. O. S., are classified in the Official Classification as 3T1. The Western Classification classifies Tricycles, shipped in crates, as D1. The First Class rate from Toledo, Ohio, to East St. Louis, Ill., (one of the East Bank Mississippi River Crossings), is 47.3 cents per cwt. The First Class Rate from East St. Louis, Ill., to Cheyenne, Wyo., is \$1.62 per cwt. (a) What are the charges on this shipment? (b) Cheyenne is located in the Colorado Common Point group. Name four other important points to which this shipment could be made at the same rate.

Problem XV.—A shipper in Chicago, Ill., ships to a customer in Charleston, S. C., 6 boxes of Canvas Pails, folded flat, weight 1,500 pounds. There is no through rate, therefore, a combination rate, made on the Ohio River Crossings, must be used. The rates from Chicago to the Ohio River Crossings, also from the Ohio River to Charleston, S. C., are governed by the Southern Classification, which

classifies Pails, Canvas, folded flat, in boxes, as First Class. The First Class rate from Chicago to Cincinnati (applying on traffic destined to Southeastern Territory) is 35 cents per cwt. The First Class rate from Cincinnati to Charleston is 95 cents per cwt. (a) What are the charges on this shipment? (b) Through what other important points on the Ohio River could this traffic move?

PRINCIPLES OF CLASSIFICATION

| Practice Problems

Gradually much of the detail of solutions is omitted from the statement of the problem as the units progress, and reference to the text volumes and to the TRAFFIC MANUAL becomes necessary.

Problem I.—A Chicago merchant shipping to a customer in Pittsburgh, Pa., a carload of butter weighing 38,000 pounds, found that this commodity was classified in less than carload lots as Second Class, no carload rating being provided in the classification. The Second Class rate is 44 cents per cwt. What are the correct charges on the shipment?

Problem II.—Under the Southern Classification a shipment too bulky to be loaded through the side door of a box car is loaded on a flat car. The actual weight is 4,680 pounds. The class rate applying on this commodity is 38 cents per cwt. The First Class rate is 44 cents per cwt. (a) On what basis should the charges be assessed? (b) What would be the correct charges on the same shipment moving under the Official Classification?

Problem III.—A shipment weighing 850 pounds is Classified Rule 25 in the Official Classification. If the Second Class rate from point of origin to destination is 50.5 cents, what are the correct charges on the shipment?

Problem IV.—A shipment weighing 4,295 pounds is classified Rule 26 under the Official Classification. The Third Class Rate from point of origin to destination is 78.8 cents per cwt. What are the correct charges on this shipment?

Problem V.—A carload of cattle exhibited at a county fair was returned via the same line as originally forwarded, and within 30 days after the close of the fair, the secretary of the fair certifying that the cattle had been on exhibition and had not changed hands. (a) On what basis should the freight charges be assessed? (b) If this exhibit consisted of race horses, used for races, on what basis should the charges be assessed?

Problem VI.—Under the Official Classification, the minimum carload weight of a certain commodity, when shipped in tank cars, is the gallonage capacity of the tank, computed on estimated weight of 7.4 pounds per gallon. If gallonage capacity of tank is 6,875 gallons, what is proper minimum weight in pounds?

Problem VII.—A shipment, under the Official Classification, is made in a fibre board box, not complying with the rules of the classification. The through rate is 95 cents per cwt. (a) What penalty does the classification provide? (b) What is the correct rate to apply?

Problem VIII.—The provision in the Official Classification, covering Pig Iron, carloads, is as follows: "Pig Iron, loose or in packages, C. L. Min. Wt. 56,000 lbs., per gross ton 2,240 lbs.; same as 2,000 lbs.—6th class."

Under this provision the charges on a gross ton are computed the same as if it were a net ton.

(a) What is the weight in pounds of 24 gross tons? (b) What are the correct charges on 24 gross tons of Pig Iron, under above provision, if the Sixth Class rate is \$2.50 per net ton?

Problem IX.—A shipment of Agricultural Implements, originating east of the Indiana-Illinois State Line, is destined to Kansas City, Mo. The shipment weighs 20,000 pounds. The commodity rate from the Mississippi River to Kansas City is 22.5 cents per cwt., minimum weight 20,000 pounds. The class rate from the river to Kansas City is 22 cents per cwt., with a minimum of 24,000 pounds. The exceptions to the classification provide for a minimum of 20,000 at a class rate of 22 cents per cwt. The tariff is an "alternative tariff." (An alternative tariff is a sectional tariff containing class and commodity rates and which permits the use of whichever rate makes lowest charges.) What are the correct charges on the shipment, from the Mississippi River to Kansas City, Mo.?

Problem X.—A Chicago merchant shipped to a firm in St. Joseph, Mo., 22,000 pounds of Bar Iron. This commodity is classified Fourth Class in less than carload lots, and Fifth Class in carloads, minimum 36,000 pounds. The Fourth Class rate is 32 cents per cwt., and the Fifth Class rate is 27 cents per cwt. What are the legal charges at destination?

Problem XI.—A Cincinnati firm shipped to a Chicago customer 22,400 pounds of Poultry Coops, knocked down flat, classified Second Class in less than carload lots, and Fifth Class in carload lots, minimum 24,000 pounds. The Second Class rate is

35.4 cents per cwt., and the Fifth Class rate is 15.8 cents per cwt. (a) On what weight should the charges be assessed? (b) What are the correct charges?

Problem XII.—A classification provides an estimated weight of 50 pounds per case on a certain article, with a minimum of 15,000 pounds. (a) If the shipment consisted of 250 cases, at what weight should charges be assessed? (b) If the shipment consisted of 345 cases, on what weight should charges be assessed?

Problem XIII.—A box shipped under the Western Classification contained 300 pounds of shoes and 150 pounds of sole leather. The shoes are classified First Class and the leather Second Class. How should the shipment have been made to secure the lowest charges?

Problem XIV.—A shipment, under the Western Classification, is loaded on a flat car and stakes are used to protect the shipment. The classification permits an allowance of 500 pounds for stakes. The minimum weight is 40,000 pounds, and the actual weight (including stakes) 40,275 pounds. What allowance can be made for stakes?

Problem XV.—A shipper loaded 25,300 pounds of freight in a box car, and used 700 pounds (additional weight) of blocking to protect it. The classification provides a minimum carload weight of 24,000 pounds for the commodity; also an allowance of 500 pounds for blocking. On what weight should charges be assessed?

APPLICATION, CONSTRUCTION AND INTERPRETATION OF TARIFFS

Practice Problems

Problem I.—Revise the following list of subjects, showing the order in which this information should properly appear in a tariff:

- (a) Rate Tables.
- (b) Routing.
- (c) Table of Contents.
- (d) Cancellations (when not shown on title page).
- (e) Index of Stations.
- (f) List of Commodities upon which rates apply.
- (g) Participating Carriers.
- (h) Explanation of Abbreviations and Reference Marks.
- (i) Application of Rates.
- (k) Explanatory Statements.
- (l) Rules and Regulations Governing Tariff.

In Problem II.—Draw draft of supplement No. 4 to a Local and Joint Class Tariff, subject to Western Classification (Exhibit No. 47) and exception thereto (Exhibit No. 52), representing a five-page tariff applying between Chicago and stations on four railroads, including issuing line, issued by Jos. Brown, G. F. A., A. C. A. R. R. Three stations (besides Chicago) are shown on issuing line, and three stations on each of the intersecting lines, combinations of letters, to represent lines and stations, being used as follows:

Issuing line as "A. C. A. R. R." and indicate stations thereon by use of single letters, as "A," "B," "C," etc.

One intersecting line as "E. F. G. R. R." and indicate stations thereon by two letters each as "AA," "BB," "CC," etc.

One intersecting line as "H. I. J. R. R." and indicate stations thereon by three letters each, as "AAA," "BBB," "CCC," etc.

One intersecting line as "L. M. N. R. R." and indicate stations thereon by four letters each, as "AAAA," "BBBB," "CCCC," etc.

One line as concurring under FX2, another under FX3, and another under FX5 concurrence.

Complete and specific routing instructions shown and tariff subject to storage, and reconsigning.

Tariff contains rates as follows:

cancelling the rates in connection with the "R. S. T. R. R.," no through rates to exist in connection with that line.

Problem III.—Draw draft of supplement No. 1 to a tariff, described as follows:

A five-page Local and Joint Sectional Class and Commodity Tariff, governed by Western Classification (Exhibit 47) and Exceptions (Exhibit 52), applying from St. Louis, Mo., to stations on four railroads, including issuing line.

Same forms for representing railroads and stations, etc., are used as in Problem II thereof, also same Class Rates.

Five commodities (any articles desired) are used and any desired rates for illustration.

Tariff is subject to switching absorption, storage and reconsigning, with complete routing instructions.

Cancelling one of the commodity rates contained in the original tariff which rate will thereafter be carried in tariff issued by John Smith, Agent, I. C. C. No. 1000.

Problem IV.—Draw draft of Supplement No. 2 to tariff described in Problem III hereof, adding an additional commodity, and showing rates thereon.

Index No.	Between Chicago, Ill., and	CLASS RATES										Route No. See Page 2
		1	2	3	In Cents per 100 Pounds		A	B	C	D	E	
					4	5						
A. C. A. R. R. Stations												
1 A		30	26	24	20	18	15	14	12	11	10	1
5 B		46	38	35	30	28	24	22	20	19	18	1
9 C		58	50	46	39	35	29	27	23	21	19	1
E. F. G. R. R. Stations												
2 AA		38	32	29	26	24	20	18	16	15	14	2
6 BB		34	29	26	24	22	18	16	15	14	13	2
10 CC		30	26	24	22	20	16	15	14	13	12	2

Index No.	Between Chicago, Ill., and	CLASS RATES										Route No. See Page 2
		1	2	3	In Cents per 100 Pounds		A	B	C	D	E	
					4	5						
H. I. J. R. R. Stations												
3 AAA		58	50	46	39	35	29	27	23	21	19	3
7 BBB		56	48	44	37	33	26	24	21	20	18	3
11 CCC		52	44	42	35	31	24	21	19	18	17	3

Index No.	From Chicago, Ill., to	CLASS RATES										Route No. See Page 2
		1	2	3	In Cents per 100 Pounds		A	B	C	D	E	
					4	5						
L. M. N. R. R. Stations												
4 AAAA		38	32	29	26	24	20	18	16	15	14	4
8 BBBB		52	44	42	35	31	24	21	19	18	17	4
12 CCCC		60	52	48	41	37	31	29	25	23	21	5

This supplement to be issued on less than statutory notice, as result of special application to the Commission for authority therefor.

Problem V.—Draw draft of Supplement No. 3 to tariff described in Problem III hereof, adding newly constructed line, and showing rates (class rates only) to three stations thereon.

Problem VI.—Assume that the through Class Rate from St. Louis to a station on one of the participating lines in said tariff described in Problem III hereof exceeds the combination of commodity rates. Draw draft of supplement, illustrating how this would be taken care of.

Problem VII.—Assume that the Commission orders a certain rate established in the tariff described in Problem III hereof, on less than statutory notice, as result of a complaint filed with that body. What notation would appear in connection with same?

Problem VIII.—Draw draft of five-page sectional tariff, of form outlined in Problem III hereof, with the addition of an alternative distance section, using the following distance tariff rates:

FOR DISTANCE OF	CLASSES Governed by Illinois Classification										Fruits and Vegetables, carloads, as described in Item No.....
	1	2	3	4	5	6	7	8	9	10	
2 miles and under	7.9	6.3	5.6	4.7	3.8	2.6	2.4	2.3	2	1.9	2.9
4 " " over 2	9.5	7.9	7.1	5.6	4.4	3.4	3	2.9	2.5	2.3	3.8
6 " " 4	11	9.5	7.9	6.3	5	4.4	4.1	3.9	3.4	3	4.2
10 " " 6	12.6	11	9.5	7.1	5.7	5.4	5	4.4	3.9	3.6	4.7
15 " " 10	14.2	12.6	11	7.9	6.3	6.2	5.9	4.9	4.2	3.7	5.1
20 " " 15	15.8	14.2	11.9	8.7	6.9	6.6	6.3	5.4	4.4	4	5.4
25 " " 20	17.3	15.8	12.6	9.5	7.6	7.1	6.8	5.9	4.6	4.2	5.7

Problem XII.—Agent "X" issues tariffs for Railroad "A," under power of attorney FXI No. 3. Railroad "B," which has not issued power of attorney to Agent "X," wishes to participate in rates on Salt, from points on its line to destination on Railroad "A," as covered by Agent "X's" tariff I. C. C. No. 5000. Draw draft of proper concurrence.

Problem XIII.—A tariff subject to Western Classification contains the following Class Rates between two points:

Classes..	1st	2nd	3rd	4th	5th	A	B	C	D	E
Rates.....	60	48	35	24	19	23	20	15.5	12.5	10.5

Problem IX.—Assume a 20 page tariff containing rates on brick from St. Louis, Mo., and points taking same rates to stations in Iowa. The tariff was issued by John Doe, G. F. A., "X. Y. Z. R. R. Co.," and assume further that there were too many participating carriers to be shown on title page. Assume also that two supplements have been issued to the tariff, Supplement No. 1 containing advance, being cancelled by Supplement No. 2—the rates in Supplement No. 1 being brought forward in Supplement No. 2 and reissued items, effective with date shown on Supplement No. 1. After the issuance of Supplement No. 2 an order is received from the Commission suspending the advances in Supplement No. 1. Show how Supplement No. 3 should provide for this.

Problem X.—A railroad, which we will designate as "A" R. R., issues a tariff, I. C. C. No. 10000. "B" R. R. does not care to issue general concurrence to "A" R. R., but does wish to participate in the rates contained in this particular tariff. Draw draft of proper concurrence.

Problem XI.—"C" R. R. desires to give "A" R. R. concurrence authorizing "A" R. R. to publish rates to stations on "C" R. R., also via that line—but not rates applying from points on "C" R. R. Draw draft of proper concurrence.

Based on the above rates (representing cents per 100 lbs.) and excerpts from the Western Classification together with Rule 6-B shown in the TRAFFIC MANUAL. Make complete computation of charges on 355 lbs. of Ivory Billiard Balls, in boxes.

Problem XIV.—Compute lowest freight charges on 17,500 lbs. of Scrap Copper, in pieces weighing over 50 lbs. each, between above points, showing computation of both L. C. L. and C. L. charges.

Problem XV.—Using above rates, compute charges on shipment consisting of 30,000 lbs. of Scrap Zinc and 5,000 lbs. of Scrap Copper.

SPECIAL FREIGHT SERVICES—PART I

Practice Problems

Problem I.—A shipper of Household Goods loaded a car with Furniture and other household articles, wrapping each piece in manner acceptable to the carrier's agent, and received from the carrier's agent a clear bill of lading; but upon arrival at destination it was discovered that several large spikes, which had been driven through the end of the car at some time prior to the loading of the Household Goods, had damaged certain pieces of the contents.

- (a) Is the carrier or the shipper liable for this damage?
- (b) Has the Interstate Commerce Commission jurisdiction over the claim for such damages?
- (c) What was the shipper's duty with regard to inspecting the car prior to loading it?

Problem II.—A shipper in Astoria, Oregon, shipped to Cornwall, Ont., a carload of shingles, weight 25,000 lbs. He ordered a car having cubical capacity of 3,388 feet, which he used in making shipment. He could have loaded the shipment in a car having a cubical capacity of 1,950 feet. The tariff applicable provides carload minimum weight for car with cubical capacity of 3,388 feet, of 41,500 lbs., and for car with cubical capacity of 1,950 feet, 27,000 lbs. Cornwall, Ont., takes the Montreal basis of rates, and the rate from Astoria, Oregon, to Montreal, on Shingles, C. L., is 85 cents per 100 pounds.

- (a) Show complete computation of charges.
- (b) Show how much could have been saved by ordering proper equipment.

Problem III.—Two coal mines, designated as Mine "A" and Mine "B", were rated by the carrier for car distribution purposes at a daily loading capacity of 100 cars each. Mine "A" had a contract with the carrier to furnish it with railway fuel coal. Mine "B" had no such contract, and produced only commercial coal. On a given date there were but 100 cars available for both mines. What system of car distribution should be employed and how many cars should each mine receive on that day? Explain fully.

Problem IV.—A shipper in Pittsburgh, Pa., shipped to Chicago, Ill., one carload of iron, weight 53,000 lbs. Shipment was fabricated at Chicago, after which shipper reforwarded it to San Francisco, Calif. The shipper erroneously believed that the tariff applicable authorized stopping in Chicago for fabrication, with protection of the through rates from Pittsburgh, Pa., to San Francisco, Calif., which rate was 75 cents per 100 lbs., C. L. minimum

weight 50,000 lbs., and had based his selling price upon that assumption. The tariff did not contain such provision, therefore charges were assessed on basis of the local rate from Pittsburgh to Chicago, which was 22½ cents per 100 lbs., C. L. minimum weight 36,000 lbs., plus the local rate from Chicago to San Francisco, Calif., of 65 cents per 100 lbs., C. L. minimum weight 50,000 lbs.

(a) Show complete computation of charges, as assessed.

(b) Show, by computation, how much shipper lost by his error in computation.

Problem V.—A shipper in Salt Lake City, Utah, shipped to Chicago, Ill., 28,000 lbs. of Butter, in packages. The through rate is \$1.50 per 100 lbs., minimum weight 24,000 lbs. Four tons (8,000 lbs.) of Ice were added west of the Missouri River, at rate of \$3.00 per net ton, and two tons were added at the Missouri River Crossing, at the rate of \$2.50 per ton.

(a) What are the charges on the shipment? Show computation.

Problem VI.—A shipper in Kansas City, Mo., shipped to Boston, Mass., 18,000 lbs. of Dressed Beef. The rate from Kansas City, Mo., to the East Bank, Mississippi River Crossings is 13½ cents per 100 lbs., C. L. minimum weight 20,000 lbs. The rate from the East Bank, Mississippi River Crossings to Boston is 52.3 cents per 100 lbs., C. L. minimum weight 20,000 lbs. This shipment required icing in transit, receiving 8,000 lbs. of ice at one icing station, and 2,500 lbs. at another, west of the Mississippi River, four points east of the Mississippi River the shipment was re-iced, as follows: At first station, 4,500 lbs.; at second station, 3,800 lbs.; at third station, 2,940 lbs., and at fourth station, 3,370 lbs. Salt was added at each icing station. The charge for ice was at the rate of \$2.50 per net ton, and for salt 40 cents at each station where supplied.

(a) Show complete computation of charges (including transportation, icing and salt).

Problem VII.—A concern in Chicago shipped to Kansas City, Mo., a carload of Agricultural Implements, weight 26,000 lbs. The shipment was placed in storage at Kansas City, and was finally forwarded from that point to Denver, Colo. The rate from Chicago to Kansas City is 32c per 100 lbs., C. L. minimum weight 24,000 lbs. The rate from Chicago to Denver is 80½ cents per 100 lbs., C. L. minimum weight 24,000 lbs. The tariff authorizing storage privileges at Kansas City provides for a charge of \$5.00 per carload for that privilege.

(a) Show complete computation of freight charges accruing up to Kansas City.

(b) Show, by complete computation, the amount which should be assessed against shipment when reforwarded from storage point, covering transportation and storage charges.

Problem VIII.—A shipment of Oranges, weight 24,200 lbs., moves from Los Angeles, Calif., to Boston, Mass. The through rate is \$1.15 per 100 lbs., C. L. minimum weight 32,000 lbs. The shipment was precooled at point of origin, the charge for this service being \$34.00. Two hundred and eighty pounds of dunnage was used for bracing shipment. The tariff provides for an allowance covering dunnage used to secure shipment in transit, such allowance to consist of actual weight of dunnage up to, but not exceeding, 200 lbs.

(a) Show complete computation of total charges.

Problem IX.—A shipment of Pig Iron, weight 39,000 lbs., moves from St. Louis, Mo., to St. Paul, Minn. The rate on Pig Iron from St. Louis to St. Paul is \$2.60 per gross ton (2,240 lbs.), carload minimum weight 49,280 lbs., except that when the carrier, for its convenience, furnishes a car of capacity lower than the prescribed minimum weight, the minimum will be the marked capacity of the car. The car furnished by the carrier, for its convenience, in this case, had a capacity of 40,000 lbs.

Show complete computation of charges.

Problem X.—A shipper in Portland, Oregon (on the Southern Pacific), shipped to Milwaukee, Wis., 1 carload of Ale, N. O. S., weight 26,000 lbs., classified in Western Classification, Fifth Class, carload minimum weight 28,000 lbs. The Fifth Class rate from Portland to Milwaukee is \$1.75 per 100 lbs. Heated car service was required to protect the shipment. Assume that tariff permits an allowance, covering stove and fuel used for heating car, of actual weight, but not to exceed 1,000 lbs. The stove and fuel used in this case weighed 850 lbs.

(a) Show complete computation of charges.

Problem XI.—A carload of Horses, weight 26,000 lbs., moves from Fort Worth, Texas, to St. Louis, Mo., loaded in an Arms Palace Horse Car, 44-ft. in length. The through rate on Horses, C. L., from Fort Worth, Texas, to St. Louis, Mo., C. L. minimum weight 25,300 lbs., is 55 cents per 100 lbs.

The rental on this car, for distance of 501 miles or over, is 5 cents per mile (loaded distance). Had shipper known of the saving which he could have effected by so doing, he would have ordered a 48-ft. stallless car, the rental for which is 3 cents per mile (loaded distance). The distance from Fort Worth to St. Louis, via route used, is 774 miles.

(a) Show complete computation of charges.

(b) How much could have been saved by using a 48-ft. stallless car?

Problem XII.—A shipment of 63,000 lbs. of Wheat, which originated west of the Missouri River, moves from an elevator at Kansas City, Mo., to Chicago, Ill. The shipment is loaded in a car having marked capacity of 70,000 lbs., for which the carload minimum weight is 64,500 lbs. The charge for elevator service at Kansas City is $\frac{1}{4}$ cent per bushel (60 lbs.). The rate from Kansas City to Chicago is 12 cents per 100 lbs.

(a) Show computation of freight charges.

(b) How much was paid to elevator?

Problem XIII.—A miller at Northfield, Minn., purchased two carloads of Wheat, total weight 140,000 lbs., at Minneapolis, Minn., to be milled in transit at Northfield, Minn., and reforwarded to Chicago. The rate from Minneapolis to Northfield is 5.2 cents per 100 lbs., C. L. minimum weight 40,000 lbs. The rate from Minneapolis to Chicago, with privilege of milling in transit at Northfield, is 10 cents per 100 lbs., C. L. minimum weight 40,000 lbs.

(a) What are the correct charges to Northfield, Minn.?

(b) After deducting 1% from weight, for loss in milling, show complete computation of charges from Northfield to Chicago.

Problem XIV.—A carload of Strawberries, weight 22,400 lbs., moves from Hood River, Oregon, to Chicago. The through rate is \$1.65 per 100 lbs., C. L. minimum weight 20,000 lbs., and the charge for refrigeration is \$65.00.

Show computation of charges.

Problem XV.—A consignor at Chicago, Ill., ordered a car set on its team track, by the Chicago & Alton R. R. Co. Their team track is located north and east of 48th Street, but outside of the "inner zone." The car was set and proper notice given by Chicago & Alton R. R. on Thursday, June 8th, 1916,

before 7:00 A. M. The consignor did not complete the loading of the car and its consignment to the Chicago & Alton R. R. Co., until June 12th, 1916, at 3:00 P. M.

(a) Compute the track storage charges properly assessed on this car.

(b) May track storage charges be collected in addition to demurrage charges on the car?

SPECIAL FREIGHT SERVICES—PART 2

Practice Problems

Problem I.—A flat car, weighing, empty, including trucks, 22,000 pounds, was loaded with lumber, properly staked and braced. The track scale weight of the car and load was 85,400 pounds. The car moved subject to a rate of 26.5 cents per hundred pounds, C. L. minimum weight 40,000 pounds, the tariff providing an allowance of 500 pounds for stakes and braces.

(a) Show gross, tare and net weights (and how computed).

(b) Show complete computation total charge collectible on this shipment.

Problem II.—A manufacturer in Western Classification Territory desired to ship 18,000 lbs. of Refrigerators, N. O. I. B. N., S. U., to a customer, also located in Western Classification Territory. He ascertained from his tariffs that the shipment would be subject to a rate of 21 cents per 100 lbs., C. L. minimum weight 18,000 lbs., subject to Rule 6-B of Western Classification. He ordered a 36-ft. 6-in. box car from the carrier, but the latter furnished a 45-ft. 6-in. car, into which the refrigerators were loaded and shipped. The delivering carrier demanded charges on 22,860 lbs., at rate of 21c per 100 lbs.

(a) Show, by complete computation, to what extent this shipment was overcharged.

(b) Cite two leading legal authorities in support of the rights of the shipper.

Problem III.—Manufacturer A desires to ship to his customer 100,000 pounds of 60-foot steel rails. He ordered from the carrier two flat cars, without advising the carrier the weight of his intended shipment. The carrier furnished one flat car of marked capacity of 60,000 pounds, and another flat car of marked capacity of 50,000 pounds. The carrier published in its tariff a rule to the effect that 60-foot steel rails, when loaded on twin cars, should not be loaded to a greater weight than 75% of the marked capacities of the cars used.

Under this rule, what amount of A's entire consignment of steel rails could he load, in twin-car-series, on the flat cars furnished by the carrier?

Problem IV.—A carload shipment moved from Kankakee, Ill., via the Illinois Central R. R., consigned for delivery to a private siding, on the Indiana Harbor Belt R. R., at Chicago. The Illinois Central's revenue on the car amounted to \$18.00. The charge for the switching movement to which the car was subjected at Chicago was \$3.00, under the Chicago District Switching Tariff.

From whom should the Indiana Harbor Belt R. R. collect the \$3.00 switching charge? (Explain fully, giving reasons.)

Problem V.—A carload of compressed cotton, in bales, weighing 24,000 lbs., arrived at the Jersey City pier of the rail carrier, its billed destination being a warehouse in Brooklyn, N. Y. It was necessary for this shipment to be lightered from the Jersey City pier to the Brooklyn warehouse.

NOTE: A lighterage movement between a pier on the Jersey City side of New York Harbor and a pier on the Brooklyn shore is governed by the New York Harbor Lighterage and Flotage Regulations.

What, if any, lighterage charges were collectible on this shipment? Explain fully.

Problem VI.—A coal operator at Point A consigned to his customer at Point B a carload of Bituminous Coal, actual weight 81,000 pounds, loaded in a car of a marked capacity of 80,000 pounds. Shipment moved subject to a published commodity rate, from A to B, of \$1.40 per ton (2,000 lbs.), carload minimum weight the marked capacity of car. Upon its arrival at point B the shipment was refused by the consignee because the coal was below grade ordered, and car was ordered reconsigned to point C. The published commodity rate on Bituminous Coal, carloads, minimum weight the marked capacity of car, from point A to point C was \$2.10 per ton (2,000 lbs.), but there was no published commodity rate on the coal from point B to point C, the only rate applicable being a Class "D" rate of 9 cents per 100 pounds, C. L. minimum weight 40,000 pounds, carried in the general distance tariff of the carrier operating between B and C. At the time the shipment was reconsigned at point B there was no published reconsignment privilege in the tariff of the carrier. When the car arrived at point C the delivering carrier demanded freight charges amounting to \$129.60. The shipper paid these charges and filed claim for overcharge, on basis of through rate from A to C. During the pendency of this claim, the carrier, which had performed the transportation of the shipment, as above described, published a reconsigning privilege, applicable to carload shipments of coal at point B, which thereafter permitted the reconsignment of such shipments from point A to point B, to final destination at point C, on basis of the through rate from point A to C. The shipper contended that the subsequent establishment of the reconsignment privilege at B was authority for the payment of his claim.

(a) What effect did the subsequent publication of the reconsignment privilege at point B have on the shipper's claim for overcharge?

(b) Show by complete computation the correct total charges on this shipment at final destination.

Problem VII.—A shipper at point A consigned a carload shipment to his customer at point C, under an Order Bill of Lading, at the same time transmitting the Order Bill of Lading, with draft attached, to a bank at point C, and notifying the consignee thereof. The consignee at point C, before arrival of the shipment, requested the carrier to reconsign the car, when it reached point B (intermediate to point C), to a final destination at point D. The carrier refused to accept the consignee's reconsignment instructions and tendered the car for delivery to the original consignee at point C. Because of the delay in moving the car to point D the consignee's customer at point D cancelled his contract, resulting in a loss to the original consignee of \$500.

(a) What recourse, if any, has the original consignee, against the carrier, for damages suffered by him on account of the carrier's refusal to accept reconsignment instructions from him? Explain fully.

(b) What course should the consignee have pursued in order to procure proper reconsignment of the shipment?

(c) Cite legal authority.

Problem VIII.—A derrick, mounted on a flat car and operated under lease by a contractor doing construction work on the line of the carrier, remained on the carrier's side track for six days after its arrival at the construction camp, and the local agent of the carrier assessed demurrage charges thereon amounting to \$4.00. Were these demurrage charges lawfully assessed, in the absence of a provision in the carrier's tariff specifically applying to a derrick and construction car? Explain fully.

Problem IX.—A private car, owned by an industry (the side track serving which was owned by the carrier), was unloaded by the industry and allowed to stand upon said side track for a period of 10 days. The carrier assessed demurrage charges against the car for 8 days at the rate of \$1.00 per day.

Were such demurrage charges lawfully collectible from the industry? Explain fully.

Problem X.—Upon the arrival of a carload shipment at destination the consignee tendered to the carrier payment of the freight charges computed at rate of 18 cents per 100 lbs., which the consignee claimed was the legally published tariff rate applicable to the shipment. The carrier refused to accept payment of charges unless computed at rate of 21 cents per 100 lbs., which it claimed was the legally

published tariff rate, and declined to deliver the car to the consignee. During the pendency of this controversy between the carrier and the shipper demurrage charges amounting to \$15.00 were assessed against the car by the carrier. In the final adjustment of the controversy it was determined that the 18 cent rate was the legally published tariff rate.

(a) Were the demurrage charges thus assessed legally collectible? Explain fully.

(c) Cite legal authority.

Problem XI.—A carrier's tariff provided for reconsignment, without any requirement for prepayment of freight charges or guaranty of the same. A carload shipment in the course of transportation over the lines of said carrier was ordered reconsigned to a point on one of its connections. The carrier held the car at the reconsigning point for ten days, declining to deliver the car to its connection without the advancement of the freight charges, and, at the same time, assessed demurrage on the car for a period of eight days, amounting to \$8.00.

(a) Were these demurrage charges lawfully assessed? Explain fully.

(b) Cite legal authority.

Problem XII.—A consignor delivered to a carrier for transportation a carload quantity loaded in a single car. Before the car reached destination, and for the convenience of the carrier, its contents were transferred into two cars, which were thereafter delivered by the carrier to the consignee. The consignee failed to unload the cars within the free time allowed and demurrage was assessed on each car for one day at the rate of \$1.00 per day per car, or a total of \$2.00.

Show by complete computation, demurrage charges (if any) lawfully collectible on this shipment.

Problem XIII.—A shipper, on November 9, 1916, ordered a car placed on carrier's public team track, for loading. The carrier actually placed the car on the team track at 3:00 o'clock P. M. on November 13th, 1916, the shipper completed loading the car at 12 o'clock noon, November 17th, 1916. The carrier demanded of the shipper demurrage charges in the amount of \$3.00, for the detention of the car over the free time allowed.

Were these demurrage charges lawfully assessed? If not, what demurrage charges should have been collected? Explain fully.

Problem XIV.—A shipment was forwarded with instructions to be delivered to a certain connecting line for final delivery. It moved over the proper route to destination and was tendered to the delivering line for switching. Under long established custom, the delivering line declined to assume responsi-

bility for the charges on the shipment, or to accept car, until transportation charges had been paid. The inbound carrier mailed notice of the delivering carrier's refusal to the consignee, at his last known address, but before the controversy was adjusted demurrage charges had accrued, the consignee being unknown to any of the carriers involved.

Explain fully whether or not the demurrage charges were lawfully assessed.

Problem XV.—A shipper at point A consigned to his customer at point C, 10 cars containing carload shipments, at the rate of 2 cars per day during a period of five days. The unloading facilities of the consignee at point C consisted of a side track of 6 cars capacity and sufficient facilities to unload 6 cars within 48 hours. In the course of transportation, the cars accumulated at point B (intermediate in the transportation route from A to C) and were eventually delivered to the consignee at point C, all in one day, 4 of the cars being placed upon the consignee's side track and 6 cars being held under constructive placement by the carrier. Owing to the accumulation of other cars on the consignee's side track in the course of the consignee's business, he was unable to unload the 6 cars constructively placed until demurrage charges had accrued on four of them, amounting to a total of \$8.00.

(a) Could demurrage charges lawfully be collected by the carrier? Explain fully, giving reasons.

(b) Within what period of time should shipper's request for relief be presented to the carrier? Explain fully, citing authority.

SPECIAL FREIGHT SERVICES—PART 3

Practice Problems

Problem I.—A shipper of grain located at a western point upon inquiry was informed by the carrier's representative that he could stop a carload shipment of wheat at point A, intermediate to Chicago, to test the market and, if he so desired, in the event that the market at point A was unsatisfactory, he could forward the shipment to Chicago on the balance of through rate from point of origin to Chicago.

The rate from the point of origin to point A was 10 cents per 100 pounds, carload minimum weight 40,000 pounds, and from point A to Chicago 12 cents per 100 pounds, carload minimum weight 40,000 pounds. The through rate from point of origin to Chicago was 16 cents per 100 pounds, carload minimum weight 40,000 pounds. The shipper ordered the car, containing 41,000 pounds of wheat, stopped at point A, and, finding the market unsatisfactory,

ordered the car forwarded to Chicago. Upon arrival at Chicago, it was ascertained that the transit privilege permitting the car to stop at point A to test the market had not been published in time to become effective until after the car had reached point A. Show, by complete computation, the charges collectible on this shipment when it reached Chicago?

Problem II.—A carrier's tariff provided that shipments of grain in carloads, could be elevated in the carrier's elevator at point "A." The general storage tariff of this carrier provided that all freight, except explosives or other dangerous articles, held in or on railroad premises in excess of time allowed, was subject to storage charges at the rate of 5 cents per ton per day or fraction thereof.

A shipper caused to be placed in the railroad company's elevator at point "A," 78,000 pounds of grain for elevation and did not order the same removed therefrom for a period of fifteen days. To what, if any, storage charges did the shipper's grain become subject?

Problem III.—On September 24, 1914, 20 bales of cotton were shipped from Vicksburg, Miss., consigned to a cotton mill located at New Bedford, Mass., via the New York, New Haven & Hartford Railroad. According to the records of the railroad company, the shipment arrived at New Bedford on October 1, 1914. Upon its arrival the consignee declined to receive the cotton, and the shipment remained in the warehouse of the railroad company until August 15, 1915. It was then placed in a public warehouse and remained there until September 15, 1915. The New York, New Haven & Hartford Railroad assessed charges on its own account amounting to \$111.98 and the public warehouse charge was \$14.85, making a total of \$126.83 storage charges. The tariff of the New Haven Railroad provided a storage charge of 2 cents per bale per day for the first ten days, 3 cents per bale per day for the next ten days, and 4 cents per bale per day thereafter.

The consignee was notified by the carrier of the arrival of the cotton at New Bedford, Mass., and sent its representative for the purpose of examining and receiving the cotton, but upon inspection it appeared the marks of identification, while sufficient at first, had been, by rough handling, so obliterated or removed that it was impossible to tell whether this cotton was for the consignee or not. Concluding that it was not its cotton, the consignee declined to receive it.

(a) Was the consignee under legal duty to pay the storage charges assessed by the carrier?

(b) Cite legal authority.

Problem IV.—A carrier's tariff provided that shipments of dressed poultry weighing 12,000 pounds or

more would be iced free by the carrier in the course of transportation. A shipper delivered to such carrier a consignment of dressed poultry, the actual weight of which was 11,500 pounds, to be transported to a point to which the rate on such dressed poultry was 23 cents per hundred pounds. The shipper delivered to the carrier a shipping ticket calling for 12,000 pounds of dressed poultry and prepaid the freight charges thereon, computed on 12,000 pounds. The purpose of the shipper was to secure free icing of the shipment under the above tariff provision.

When shipment reached destination the delivering carrier assessed charge for the icing of the shipment amounting to \$9.25, from which amount the carrier deducted \$1.15, being the difference between the freight charges prepaid by the consignor on 12,000 pounds and the freight charges computed on the actual weight of the shipment, 11,500 pounds.

Compute the total correct charges on this shipment.

Cite legal authority.

Problem V.—An industrial plant included in its facilities certain private tracks over which it switched cars with its own motive power in the operation of the plant. The private tracks of the industry were connected with a switch track leading to the main line of a railroad, the railroad owned track ending at the switch point connection with the plant track.

It was the custom of the railroad to deliver cars over the switch connecting its switch track with the private plant tracks of the industry, pushing such cars clear of the switch point and on to the main plant track of the industry.

It became necessary for the industry to request the carrier to make special delivery of a car on one of its private tracks within its industrial plant. The carrier assessed charges therefor of \$2.00 under the general rule in its tariff providing a minimum switch movement of the car.

Was this charge of \$2.00 lawfully assessed against the car so delivered by the carrier?

Cite legal authority.

Problem VI.—A box car owned by the P. X. R. R. Co. was received at a junction point on the A. C. A. R. R. at 3 P. M. on November 6, 1916. The car moved over the line of the A. C. A. R. R. to a local destination point and was there unloaded. It was later reloaded and moved over the line of the A. C. A. R. R., being delivered by such railroad to one of its connections on November 15, 1916, at 2 o'clock A. M.

Under its general agreement governing the exchange of equipment with other lines, the A. C. A. R. R. agreed to pay the lines owning box, stock, flat and coal cars a per diem of 45 cents per car per day (or fraction thereof) for the time such cars were upon the lines of the A. C. A. R. R.

What did the A. C. A. R. R. owe the P. X. R. R. Co. in per diem charges for this car?

Problem VII.—A railroad maintained as a part of its terminal facilities at Chicago, Illinois, an electrically operated loading and unloading crane of large capacity, the free service of which was open to all shippers and consignees in the loading and unloading of shipments of great weight.

At point "A" on the line of the same railroad, 50 miles from Chicago, a point having a population of 1,200, no such crane or other special facilities for loading and unloading heavy shipments was furnished. A consignee at point "A" received over said railroad a shipment of a 6-ton electric dynamo. In unloading this dynamo from the car, the consignee incurred an expense of \$20.00 for material, labor, etc., and filed claim against the carrier for same. The carrier declined the claim and consignee thereupon filed formal application with the Interstate Commerce Commission for reimbursement by the carrier of the \$20.00 unloading expense.

(a) Under the rule of the courts should the Interstate Commerce Commission have ordered the shipper reimbursed for the unloading expense incurred by him? Explain fully.

(b) Cite legal authority.

Problem VIII.—A shipper's tariff provided that cars held for consignors or consignees for loading or unloading, for forwarding directions or for any other purpose, were subject to car service rules and demurrage charges.

An embargo was placed against all shipments of coal for delivery within the terminal district at point "A." A line entering said terminal district was, because of said embargo, obliged to hold certain coal shipments in its storage yard and assessed demurrage charges on all such cars so held.

Consignee, John Smith, whose coal yard was located within the terminal limits of A, had ten cars of coal consigned to him for delivery at said coal yard held in the railroad storage yard because of said embargo for a period of five days. When the embargo was lifted Smith was notified that delivery could be effected at his coal yard, but that \$50.00 demurrage had accrued on his shipments. Smith declined to pay such demurrage charges, and during the controversy which ensued the cars were held another five days and demurrage assessed for such additional time at the rate of \$1.00 per day per car. The total demurrage charges so assessed were \$100.00.

(a) Were these demurrage charges lawfully collectible—first because of the embargo, and second, because of the controversy between Smith and the carrier?

(b) Cite legal authority.

Problem IX.—A tap line, which had been, under the test of the Supreme Court of the United States, declared to be a common carrier, was, by reason of its movement of the products of the lumber mill to its junction with the trunk line railroad (such products being destined to interstate points), a common carrier engaged in interstate commerce. The tap line, however, hauled logs from the logging camps of its proprietary lumber mill without charging such lumber mill therefor.

(a) Did the tap line violate the law by rendering such free service to the proprietary lumber mill? (Explain fully.)

(b) Cite legal authority.

Problem X.—A trunk line railroad received shipments of logs from a forest located along its line at point "A," which it transported and delivered to certain saw mills on its line, but as to which it had denied milling and transit privileges and rates on the logs from such forests. It had, however, by proper tariff provision, established a milling and transit privilege at such mill points with a common carrier tap line on logs from a forest located on and served by such tap line.

The timber operators in the forest at point "A" complained to the Interstate Commerce Commission that the denial to them of transit privileges similar to those accorded the timber from the forests served by the tap line was an unlawful discrimination and petitioned the Commission to require the trunk line to establish similar transit privileges with them.

(a) What does the law require of a trunk line in such a case?

(b) Cite legal authority.

Problem XI.—The rule of the Western Classification governing allowances for dunnage provides as follows:

"An allowance not to exceed 500 pounds will be made for temporary blocks, racks, standards, strips, stakes, or similar bracing, dunnage, or supports, not constituting a part of the car, when required to protect and make secure for shipment property on flat or gondola cars upon which carload ratings are printed. Such material must be furnished and installed by the shipper and at his expense."

A consignor shipped a carload of lumber on a flat car, properly staked and braced, actual weight 50,300 pounds, from a point in Arkansas to Chicago, Ill., the rate applicable thereto being 26.5 cents per hundred pounds, subject to carload minimum weight of 40,000 pounds.

Compute correct charges.

Problem XII.—A carload of lumber on a flat car, properly staked and braced, actual weight 40,200 pounds including stakes and braces, moved from

Minneapolis, Minn., to Chicago, Ill., on a rate of 12 cents per hundred pounds, subject to carload minimum weight of 40,000 pounds.

Compute correct charges.

Problem XIII.—A shipper ordered a box car from the carrier, in which he desired to load and ship a carload quantity of machinery. The carrier was unable to furnish a box car, and in lieu thereof furnished the shipper a cattle car. The shipper notified the carrier's agent that it was impossible to use such cattle car without certain alterations and lining being supplied and requested the agent to have the car put in proper condition for loading the machinery. The agent thereupon told the shipper to line the car in proper shape to protect his shipment and that the carrier would reimburse the shipper for the expense thereof. The shipper lined the car with tar paper and felt at an expense of \$15.00, which lining was necessary to protect the shipment of machinery from weather conditions. The shipper filed claim against the carrier for an allowance of \$15.00 to cover such expense, which claim was declined by the carrier.

What authority had the carrier to decline this claim? Explain fully.

Problem XIV.—The owner of a line of private refrigerator cars shipped in one of such cars 36,000 pounds of merchandise from point A to point B, a distance of 300 miles. The rate applicable to contents of the car from point A to point B was 21 cents per hundred pounds, carload minimum weight 28,000 pounds. The shipper ordered the car moved empty from point B back to point A as soon as unloaded at point B.

(a) Compute the correct freight charges on this shipment.

(b) What amount of car mileage revenue did this car earn for its owner?

Problem XV.—In a case where the carrier's tariff provided that allowance for the cost of fitting a car for use of the shipper would be made to the shipper for necessary car fittings placed in the car by him not exceeding the actual cost thereof, a shipper received from the carrier for loading a box car in which it was necessary for him to board up leaks in the floor, and partially line the sides with tar paper and felt in order to insure the safe loading and of his shipment. The actual cost of the fitting and labor to the shipper was \$4.50, but in presenting statement of the cost to the carrier, he added a profit thereto of \$2.00, or in other words, demanded of the carrier an allowance of \$6.50 for car fittings which had cost him \$4.50. The carrier declined to pay more than the actual cost of the car fittings.

(a) What authority in law did the carrier have for its action?

(b) Cite legal authority.

EXPRESS AND PARCEL POST SERVICES

Practice Problems

Problem I.—A concern at Allenwood, Pa., shipped to New Albany, Pa., by express, one racing shell, weighing 140 pounds.

Compute the charges on this shipment.

Problem II.—A bank in Boston, Mass., shipped to a customer in New Jersey \$2,000 worth of silver, weighing 110 pounds per \$1,000, where First Class rate is \$1.80 per 100 pounds.

Compute the charges on this shipment.

Problem III.—A camera weighing 8 pounds was shipped by a concern in Seattle, Wash., to St. Anthony, Idaho. The camera was packed in a wooden box weighing $2\frac{3}{4}$ pounds.

What are the charges on this shipment?

Problem IV.—Compute the charges in full on a shipment of 100 one-pound nut cakes, in paper wrapping, packed in a wooden box weighing 16 pounds. The First Class rate is 75 cents per hundred pounds between the points of shipment.

Problem V.—Mr. James Brown, of Allenwood, Pa., sent by express to Mr. Joseph Gregory at Alderson, Pa., \$25,000 of U. S. Registered Bonds.

What are the complete charges?

Problem VI.—\$1,000 in currency and \$250 in silver. Assume 1st class rate Chicago to New York \$2.40 per cwt.

What charges accrued on this shipment?

Problem VII.—There was shipped from Boston, Mass., to New Jersey, where first class rate is \$1.10, a small box containing \$900 of Canadian silver.

What were the correct charges?

Problem VIII.—A concern in Olympia, Wash., shipped to St. Anthony, Idaho, four aeroplane boxes, weighing 75 pounds each.

What are the correct charges.

Problem IX.—There was shipped from New Albany, Pa., to Allenwood, Pa., "One Airship" **not boxed**, weighing 500 pounds.

What are the charges on this shipment?

Problem X.—On a shipment weighing 50 pounds of one adding machine in a sample trunk, what are the charges from Allenwood, Pa., to Scranton, Pa.?

Problem XI.—A shipment of bulbs weighing 5,000 pounds was shipped from Alderson, Pa., to Scranton, Pa.

What are the charges?

Problem XII.—A shipment of 4,000 gallons of buttermilk from Olympia, Wash., to St. Anthony, Idaho.

- (a) What is the total weight of the shipment?
- (b) What are the correct charges?

Problem XIII.—A shipment of cactus moves from Olympia, Wash., to St. Anthony, Idaho, weighing 75 pounds.

- (a) What is the rate on this shipment?
- (b) What are the correct charges?

Problem XIV.—A shipment of calendars moves from New Albany, Pa., to Scranton, Pa., weighing 500 pounds.

What are the charges?

Problem XV.—A shipper ships from Chicago, Ill., by parcel post $4\frac{1}{4}$ pounds of books to Mexico City, Mexico.

- (a) What rate applies?
- (b) What are the charges on this shipment?

RAILWAY TRAFFIC DEPARTMENTS

Practice Problems

Problem I.—A shipment consisting of 6,000 pounds of bamboo porch shades in bundles was made by the Adams Storage Company of Milwaukee, Wis., on February 22, 1917, to the Union Furniture Company, North Platte, Nebr.

Compute correct charges.

Problem II.—A shipment consisting of 8,318 pounds of silo staves in crates was made by the Onli Silo Company of Peoria, Ill., on February 2, 1917, to Cy Young at Pen-Dennis, Kan.

Compute correct charges.

Problem III.—The Petroleum Products Company of St. Louis, Mo., on March 4, 1917, shipped 16,666 pounds of asphalt, in barrels, to the Lone Star Oil Company at Wichita, Kan.

Compute correct charges.

Problem IV.—P. F. T. L. tank car No. 240, containing 7,900 gallons of petroleum road oil, was

shipped by the Petroleum Products Company of Granite City, Ill., on February 11, 1917, to the Farmers' Co-operative Association at Hutchinson, Kan. The capacity of the tank car was 8,010 gallons.

Compute correct charges.

Problem V.—Hopper & Son, Alton, Ky., February 28, 1917, shipped to the Durkey Clay Products Company, Tyrone, Ky., a carload of clay, in barrels, weighing 17,100 pounds.

Compute correct charges.

Problem VI.—The Goodwell Hardware Company of Burkin, Ky., on March 3, 1917, shipped to the Famous Stores at Elk Chester, Ky., 32 sash weights, loose, each weighing 7.7 pounds.

Compute correct charges.

Problem VII.—Eleven hogsheads of unmanufactured tobacco weighing 1,150 pounds each were shipped March 2, 1917, by the African Tobacco Company, Tyrone, Ky., to the El Kado Cigar Company at Milner, Ky.

Compute correct charges.

Problem VIII.—A shipment consisting of 37,500 pounds of quick lime was made on March 7, 1917, by the A. P. Lime Kilns at Decorsay, Ky., to the Norris Construction Company at Appalachia, Tenn.

Compute correct charges.

Problem IX.—The Woodbine Foundries of Woodbine, Ky., February 15, 1917, shipped to Belton Brothers, contractors at Bohemia, Fla., a shipment consisting of 21,230 pounds of window sash weights.

(a) Compute correct charges.

(b) Is this shipment governed by the Southern Classification or the Exceptions thereto?

Problem X.—On February 9, 1917, the Brewer Brick Company of Prestonia, Ky., shipped 16,071 pounds of paving brick to Mathson & Mathson Company, Herndon, Ky.

(a) Compute correct charges.

(b) Is this shipment governed by the Southern Classification or the Exceptions thereto?

Problem XI.—A shipment of clothing weighing 20,000 pounds originated at Boston, Mass., and moved on a through rate of \$1.50 per 100 pounds to Oakland, Calif., via Chicago and the Missouri River.

(a) What revenue did the carriers handling the shipment to Chicago receive?

(b) What revenue did the carriers handling the shipment from Chicago to the Missouri River receive?

(c) What revenue did the carriers west of the Missouri River receive?

Problem XII.—A shipment consisting of 30,000 pounds of varnish, moved on a rate of \$1.29 per 100 pounds from Pittsburgh, Pa., to Portland, Ore., via the P. R. R. Co. to Chicago, C. G. W. to Minnesota Transfer, and N. P. Co. to destination.

(a) What portion of the rate did each of the carriers receive?

(b) What revenue did each of the carriers receive?

Problem XIII.—A shipment consisting of 7,800 pounds of cash registers from Chicago, Ill., to Tacoma, Wash., via Minnesota Transfer, moved on a through rate of \$3.50 per 100 pounds.

(a) What portion of the through rate did the line handling the shipment to Minnesota Transfer receive?

(b) What revenue did the carriers receive handling the shipment from Minnesota Transfer to destination?

Problem XIV.—A shipment on which a rate of \$2.65 per 100 pounds applied weighed 2,350 pounds moved from Chicago, Ill., to Ogden, Utah, via A. T. & S. F. to Denver, D. & R. G. to destination.

What portion of the rate and charges did each carrier receive?

Problem XV.—A shipment weighing 5,700 pounds on which a rate of 55.5 cents per 100 pounds was assessed moved over five different lines of railway, as follows: First line, 110 miles; second line, 230 miles; third line, 470 miles; fourth line, 328 miles; fifth line, 572 miles.

(a) What portion of the rate would each line receive?

(b) What revenue would each line receive?

INDUSTRIAL TRAFFIC DEPARTMENTS

Practice Problems

In the scheme of analysis and correlated arrangement of the principles and rules governing regulated transportation and shipping three divisions of the subject are essential, namely: (1) the physical details of transportation and shipping; (2) the laws applying to and regulating such physical details, and (3) the result of such regulation—the technical working rules and legal details of shipping practice.

You have now proceeded sufficiently in mastering these three divisions of the fundamental principles

of traffic to try your hand in obtaining complete results in the solution of the simpler problems of daily transportation and shipping life. In order, therefore, to render your review of the principles and rules with you have been studying in preceding units, practical and effective, the problems will be stated in their entirety both as transportation and shipping situations.

We will assume that a train of 47 freight cars was made up for eastbound movement on the Chicago,

Burlington & Quincy Railroad at Hastings, Nebr. Eighteen of these cars were under load and twenty-nine were empty. The 29 empty cars were delivered to the Chicago, Burlington & Quincy Railroad at Hastings, Nebr., by the Union Pacific Railroad at 7 o'clock A. M. on Jan. 15, 1917, the eastbound Chicago, Burlington & Quincy train into which these 29 empty cars were put, leaving Hastings at 10:30 A. M., Jan. 15, 1917.

The 29 empty cars were as follows:

F. G. E.	16000.	Refrigerator car,	N. C. & St. L.	3200,	Coal car.
A. R. L.	40000.	Refrigerator car,	P. R. R.	57170,	Box car.
U. T. L.	7146.	Tank car,	P. R. R.	73200,	Produce car.
P. F. E.	7804.	Refrigerator car,	P. R. R.	103201,	Ventilated Fruit and Vegetable car.
N. A. T.	X452,	Tank car,	D., L. & W.	14000,	Box car.
A. R. T.	4000,	Refrigerator car,	D., L. & W.	12010,	Flat car.
F. E. C.	1001,	Flat car,	D., L. & W.	4650,	Poultry car.
A. C. L.	73500,	Gondola car,	D., L. & W.	4601,	Carriage car.
C. & W. C.	505,	Box car,	G. T.	30371,	Automobile car.
S. A. L.	11000,	Box car,	G. T.	14050,	Automobile car.
Southern	12200,	Box car,	G. T.	69900,	Flat car.
Southern	59900,	Gondola car,	N. O. T. & M.	96502,	Rodger Ballast car.
Southern	41500,	Ice and Beer car,	E. J. & E.	7299,	Box car.
C. of Ga.	25000,	Box car,	N. O. & N. E.	24500,	Gondola, Drop Bottom ends.
C. of Ga.	2760,	Ventilated Box car.			

The 18 loaded cars in the train when it left Hastings, Nebr., were as follows:

C. B. & G.	150544	S. P.	70959
C. & E. I.	2406	E. J. & E.	6001
G. T.	13999	C. & N. W.	51001
W. & L. E.	200000	C. B. & Q.	16036
C. B. & Q.	22149	C. M. & St. P.	66300
O. S. L.	37400	G. R. & L.	1301
S. S. W.	4000	C. G. W.	
I. & G. N.	2000	C. & N. W.	51098
S. P.	74520	C. & N. W.	51000

The distances traveled by the Chicago, Burlington & Quincy train were as follows:

	Miles		Miles
Hastings	0	Waverly	112
Sutton	29	Ashland	124
Fairmont	44	Omaha	155
Exeter	51	Creston	262
Dorchester	69	Burlington	445
Lincoln	100	Chicago	651
Havelock	105		

The movement and transportation situation of each loaded car in the train at Hastings and as delivered and picked up at points east thereof, and of the several empty cars, is described in the following problems:

Problem I.—I. & G. N. car 2000 containing 18,000 pounds of emigrant movables, including 8 head of live stock consisting of 2 horses, 1 jack, 3 cows, 2

hogs, were valued as follows: Each horse \$150, jack \$150, each cow \$50, and each hog \$15. Shipment originated at Holdredge, Nebr., consigned to John Hansen at Winnipeg, Man., who accompanied the shipment as man in charge. The car was routed "C. B. & Q., Omaha, C. St. P. M. & O., Minnesota Transfer, G. N."

- (a) Was this car properly routed?
- (b) What were the total freight charges through to destination?

Problem II.—S. S. W. car 4000 containing 31,000 pounds of green salted hides and pelts, in bundles, originating at Holdredge, Nebr., and shipped by the Holdredge Mercantile Company to the National Tannery Company at Cumberland, Md., routed "C. B. & Q., St. Louis, Mo." no other routing designation appearing on the bill of lading.

- (a) Was this shipment properly routed to protect the cheapest available rate through to destination?
- (b) What were the total freight charges through destination?

Problem III.—O. S. L. car 37400 containing 20 head of fat market cattle, declared value of which was 10 cents per pound, originated at Holdredge, Nebr. The average weight was 1,300 pounds per head at point of origin. When the car reached Lincoln, Nebr., the stock was unloaded for feed, water, and rest, under the requirements of the 28-hour law. The stock was reloaded in the same car after a 10-hour rest, and went forward to destination in a subsequent Chicago, Burlington & Quincy train.

The shipment was consigned to the Lea Live Stock Commission Company, So. Omaha, Nebr., by Frank Thomas, for sale on the market.

At Lincoln the consignment of stock was subject to charges for yardage, feed, and water.

Upon arrival at South Omaha the cattle were sold by the Commission Company for \$9.80 per 100 pounds, and upon being weighed showed 1 per cent shrinkage after an allowance of 500 pounds fill had been made. The Commission Company paid freight charges from Holdredge to South Omaha; also \$22 for yardage at Lincoln and retained the commission for selling the stock, of \$12 for the consignment.

(a) What was the amount of the proceeds of this transaction remitted to the consignor after deducting freight charges, yardage expenses, and sales commission?

(b) What was the amount of claim that the consignor would file against the carrier for difference in the market price and the declared valuation which was based upon the market existing at the time shipment should have arrived at South Omaha?

Problem IV.—C. B. & Q. tank car 150544 containing 101,500 pounds of refuse molasses originated at Fort Morgan, Colo., having been consigned by the Western Sugar Products Company to the Stock Food Products Company, Omaha, Neb. At 3:00 P. M., Monday, the car arrived at Omaha and the C. B. & Q. mailed notice of arrival to consignee on the same day. The consignee did not surrender original bill of lading nor give disposition instructions to the carrier, however, until the following Thursday at 4:00 o'clock P. M.

(a) What weight was used to properly assess charges?

(b) Compute total charges on the shipment through to destination.

(c) What, if any, demurrage charges accrued at Omaha?

Problem V.—C. & E. I. car 2406 containing 400 sacks of alfalfa meal, weighing 100 $\frac{3}{4}$ pounds per sack, originated at Yuma, Colo. Shipment was consigned by S. E. Brown to the Stock Food Products Company at Omaha, Neb.

The empty car was set for loading on team tracks at Yuma, Colo., on Sunday and the consignor completed loading at 6:00 o'clock P. M., Friday.

(a) What, if any, demurrage charge accrued at Yuma, Colo.?

(b) Compute proper freight charges on shipment through to destination.

Problem VI.—W. & L. E. car 200000 containing 19,000 pounds of baled alfalfa hay originated at Cul-

bertson, Neb., consigned by S. E. Davis & Son to the Moss Hay Company, Omaha, Neb.

This car was bulletined at Omaha on the hay track at 7:00 A. M., Thursday morning, and the following disposition was furnished by the consignee at noon the next Tuesday: "Deliver car to Stock Food Products Company, Omaha, Neb., who will pay all charges."

(a) What demurrage charges, if any, accrued on this car at Omaha?

(b) What reconsigning charges, if any, accrued on this shipment at Omaha?

(c) Compute proper freight charges through to destination.

Problem VII.—T., St. L. & W. car 5249 containing 390 machine pressed bales of waste paper originated at Fairmont, Neb., having been loaded and billed by the Fairmont Junk Company under "shipper's Load and Count" at 20,000 pounds and consigned to the National Paper Company, Holyoke, Mass.

At Lincoln, Neb., the car was weighed under the supervision of the Western Weighing and Inspection Bureau, and recorded a net weight of 23,700 pounds.

The consignor did not specify size of car when ordering car placed for loading.

(a) What was the correct carload minimum weight for this shipment?

(b) Compute correct freight charges on this shipment through to destination.

Problem VIII.—G. T. car 20999 containing new bank furniture originated at Lincoln, Neb., having been loaded and billed by the Lincoln Furniture Company to H. E. Skinner, Ashland, Neb. The bill of lading for this shipment gave weight as 10,000 pounds and also stamped "Shipper's Load and Count." At Lincoln, Neb., the car was weighed by the carrier and found to contain 11,500 pounds of furniture.

The consignor in ordering car placed for loading, requested a 33-foot 6-inch car.

(a) What was the correct carload minimum weight applicable on this shipment?

(b) Compute correct freight charges on this shipment through to destination.

Problem IX.—D. & H. car 3860 containing agricultural implements and parts, originated at Lincoln, Neb. This shipment was billed by the John Doe Implement Company to the Sioux City Storage Company, Sioux City, Iowa. The bill of lading for this shipment contained as routing instructions the following: "Omaha C. St. P. M. O. delivery," it also

showed a weight of 25,655 pounds, and notation "Other than hand."

(a) What was the correct routing that should have been placed on the bill of lading?

(b) Compute correct freight charges on this shipment through to destination.

Problem X.—T. & P. car 4008 containing 38,000 pounds of canned vegetables, sauces and pickles, originated at Lincoln, Neb., having been loaded and shipped by the Lincoln Wholesale Grocery Company to the Crescent Mercantile Company, Fort Wayne, Ind. The car was loaded on shipper's billing as "via Chicago and Pennsylvania lines."

(a) Was this shipment properly routed?

(b) Compute correct freight charges through to destination.

Problem XI.—I. C. car 85001 containing 1,500 pounds of cotton mittens and 8,500 pounds of overalls, packed in machine pressed burlap bales, was loaded and billed from Lincoln, Neb., by the Lincoln Supply Company to the Burlington Men's Stores, Burlington, Iowa.

Compute correct freight charges on this shipment through to destination.

Problem XII.—37,000 pounds of ice was loaded into C., M. & St. P. car 29990 at Lincoln, Neb., by the Nebraska Ice Company and billed to the Omaha Cold Storage Company at Omaha, Neb. The car contained 3,000 pounds of sawdust and shavings which was used as a preservative.

(a) What was the correct weight upon which freight charges should be computed?

(b) Compute correct freight charges through to destination.

Problem XIII.—A., T. & S. F. 7400 was loaded by the Domestic Flour Milling Company at Lincoln, Neb., with 600 sacks of flour weighing 58,800 pounds and billed to Martin & Co., Norfolk, Va., for export.

The flour was milled out of C. & N. W. car 51098, bulk wheat originating at Hastings, Neb.

(a) What were the milled production ratios of the inbound car of wheat?

(b) Compute correct freight charges on transit basis from original points of origin to point of transhipment.

Problem XIV.—C., I. & L. car 2000 containing 400 sacks of bran which weighed 40 pounds per sack was loaded and billed by the Domestic Flour Milling Company, Lincoln, Neb., to the Stock Products Company, Omaha, Neb.

This bran was milled at Lincoln out of C. G. W. car 22000 containing bulk wheat, originating at Hastings, Neb., and moved on transit to Omaha.

Compute correct freight charges on this shipment from Hastings to Omaha.

Problem XV.—The Hastings Iron Works loaded E. J. & E. car 6001 with scrap iron, loose, weighing 53,000 pounds at Hastings, Neb., and billed same to the Franklin Iron & Steel Works at Chicago, Ill., via the Burlington.

Compute correct freight charges on this shipment through to destination.

APPLICATION OF TARIFFS

OFFICIAL CLASSIFICATION TERRITORY

WESTERN CLASSIFICATION TERRITORY

SOUTHERN CLASSIFICATION TERRITORY

PRACTICE PROBLEMS

Problem I.—The Official Classification classifies Horses (including stallions), L. C. L., as follows:

Value not greater than \$250 per head, L. C. L., subject to weights of 5,000 lbs. for one animal, and 3,000 lbs. for each additional animal in the shipment, 1st Class.

When value of animals is greater than \$250 per head, an addition of five per cent (5%) will be made in the rate per 100 lbs., for each fifty per cent (50%), or fraction thereof, of additional stated value.

A dealer in Boston, Mass., ships two Stallions to South Bend, Ind., declaring the value of the animals to be \$1,400 each. The 1st Class rate from Boston to South Bend is 75.6c per 100 lbs. The shipment moves via the New York, New Haven & Hartford R. R., and its connections.

(a) Who publishes the rate?

(b) Show complete computation of charges.

Problem II.—The Official Classification classifies Household Goods, value not in excess of \$10 per 100 pounds, L. C. L., 1st Class; Carloads, minimum weight 12,000 lbs. (subject to Rule 27), 2nd Class.

A shipper at Bridgeton, Pa., wishes to know the cost of shipping 9,900 lbs. of Household Goods (value \$10 per 100 lbs.) to Detroit, Mich.

Bridgeton takes an Arbitrary over the Baltimore rate, 17.4c per 100 lbs., on 1st Class, and 12.6c per 100 lbs., on 2nd Class.

The 1st class rate from Baltimore to Detroit is 53.5c per 100 lbs., and the 2nd class rate is 45.3c per lb.

The shipment originates on the Maryland & Pennsylvania R. R., and moves via the Star Union Line.

(a) Who publishes the rate?

(b) Show complete computation of charges, both as L. C. L. and as C. L., in 36-ft. car.

Problem III.—A butcher at Limon, Colo. (a point east of the Colorado Common Points), orders 1,800 lbs. of Gambrel Sticks, from Syracuse, N. Y. Combination rate may be made on the Mississippi River Crossings. The Official Classification governs movement to that point, and the Western Classification beyond.

The Official Classification rates Gambrel Sticks, in bundles or crates L. C. L., 3rd class. The Western Classification rates Gambrel Sticks, in bundles, L. C. L., 2nd class; crated. L. C. L., 4th class.

The 3rd Class rate from Syracuse, N. Y., to the Mississippi River is 43c per 100 lbs. From the Mississippi River to Limon, Colo., the 2nd class rate is \$1.27 per 100 lbs., and the 4th class rate is 80.5c per 100 lbs.

(a) If shipment originates on the West Shore R. R., who publishes the rate applying up to the Mississippi River? What tariff applies west of that point?

(b) Assuming that the shipment can be packed in bundles at a total cost of \$3, and that crates would cost \$12. illustrate, by complete computation, the total charges obtainable in each case.

Problem IV.—A shipper in Winnipeg, Manitoba, shipped to a customer in Chicago, Ill., 6 cases of Bear Skins weight 700 lbs. There are no through rates, and combination may be made on Minnesota Transfer. The Canadian Classification, which governs the movement to Minnesota Transfer, classifies Bear Skins in boxes, as D1. The 1st class rate from Winnipeg to Minnesota Transfer is 85c per 100 lbs. The Western Classification governs the movement from Minnesota Transfer to Chicago, and classifies Bear Skins in boxes, as D1. The 1st class rate from Minnesota Transfer to Chicago is 60c per 100 lbs. Shipment originated on the Great Northern Railway.

(a) What tariffs are used in computing total charges?

(b) Show complete computation of charges.

Problem V.—The Official Classification classifies Machine Guns, L. C. L., 1st class; C. L., 2nd class—no carload minimum weight being provided.

The Western Classification classifies Rapid Fire, Machine, Field and Naval Guns and Parts of, weighing each 500 lbs. or less, in boxes, 1½, but does not provide a carload rating.

A shipment of 25,000 lbs. of Machine Guns (weighing 500 lbs. each) moved from Pittsburgh, Pa., to Des Moines, Iowa. Destination is located on the Fort Dodge, Des Moines & Southern Ry., to which line shipment is to be delivered by the Chicago, Great Western Ry., to which line shipment is to be delivered by the Chicago, Great Western Ry., as intermediate carrier.

The 1st class rate from Pittsburgh to the Mississippi River Crossings is 59.7c per 100 lbs., and the 2nd class rate is 51.5c per 100 lbs. The 1st class rate from the Mississippi River to Des Moines is 34.8c per 100 lbs.

(a) What tariffs would be used in computing total charges?

(b) Show complete computation of total charges, using both L. C. L. and C. L. rating.

Problem VI.—A shipper in Toledo, Ohio, shipped to Denver, Colo., six boxes of Gun Cleaners, weight 675 lbs. There is no through rate, but combination may be made on the East Bank Mississippi River Crossings. The Official Classification governs movements to that point, and the Western Classification applies beyond. The shipment originated on the Toledo Terminal R. R.

The Official Classification classifies Gun Cleaners, in boxes, 1st class. The Western Classification classifies Cleaning Materials, for Firearms, in boxes, 1st class.

The 1st Class rate from Toledo to the East Bank Mississippi River Crossings is 47.3c per 100 lbs., and from that point to Denver, \$1.62 per 100 lbs.

(a) Who publishes the rate to the Mississippi River? What tariff applies beyond that point?

(b) What are the correct charges? Show fully.

Problem VII.—A firm in Kansas City, Mo., shipped to a customer in Denver, Colo., one carload of Brooms, weight 13,000 lbs. There is a through rate (carried in a class and commodity tariff) of 55c per 100 lbs., C. L. minimum weight 14,000 lbs., subject to Rule 6-B of the Western Classification. The shipment was loaded in a 50-ft. car, ordered by shipper.

(a) What tariff contains the through rate?

(b) Show complete computation of charges.

(c) If shipment were destined to a point in Colorado east of the Common Points, what tariff (or tariffs) would apply?

(d) If shipment originated at Davenport, Ia., and were destined to Colorado Springs, Colo., what tariff would apply?

Problem VIII.—A shipper in Duluth, Minn., ships a Tank Car of Linseed Oil to Birmingham, Ala. There is a through rate, based on the Ohio River Combination, consisting of 23c per 100 lbs. to Ohio River, and 37c per 100 lbs. beyond. The minimum is the gallonage capacity of the Tank Car, based on an estimated weight of 7.8 lbs. per gallon. The shipment in question was loaded in a car with gallonage capacity of 8,044 gallons.

(a) What tariff contains the rate?

(b) Show complete computation of charges.

Problem IX.—A dealer in Kansas City, Mo., shipped 500 lbs. of Hats, N. O. S., in boxes, to Chattanooga, Tenn. There is no through rate, and combination may be made on either Memphis or the Ohio River Crossings. The Western Classification classifies this commodity as D1. The 1st class rate from Kansas City to Memphis is 80c per 100 lbs., and from Kansas City to Cairo, Ill., 76c per 100 lbs. The Southern Classification classifies Hats, N. O. S., in boxes, as 1st class. The 1st class rate from Memphis or the Ohio River to Chattanooga is 76c per 100 lbs.

(a) What tariffs would be used in making up each combination mentioned?

(b) Show complete computation of charges.

Problem X.—A shipper in Texarkana, Tex., shipped to a customer in San Francisco, Cal., 10 boxes of Gas Mantels, incandescent, weight 650 pounds. There is a commodity rate of \$4 per cwt.

(a) What tariff contains the rate?

(b) What are the charges?

(c) If this shipment had originated at Butte, Mont., and were destined to Oakland, Cal., what tariff would you use in computing charges?

(d) If movement were from Luverne, Minn. (on the C. R. I. & P. Ry.) to Baltimore, Md., what tariff would be used in computing charges?

(e) If movement were from Butte, Mont., to Carson, Nev., what tariff would apply?

(f) If shipment moved from Shreveport, La., to Omaha, Neb., what tariff would contain the rate?

Problem XI.—A merchant in Medford, Okla., shipped to Kansas City, Mo., 24,000 pounds of Battery Elements, consisting of Zinc, Jars, Oxides, Caustic Soda and Oil, packed in the same box, classified in the Western Classification, when in boxes, L. C. L., 3rd class; C. L. minimum weight 30,000 pounds, 5th class. The 3rd class rate from Medford, Okla., to Kansas City, Mo., is 59c per cwt. and the 5th class rate is 43c per cwt.

(a) What tariff contains the rate?

(b) What are the charges on the shipment?

(c) If shipments were destined to Omaha, Neb., what tariff would you use in computing the charges?

Problem XII.—A shipper in Columbus, N. M., shipped to New Orleans, La., six Dust Collectors, not boxed or crated, weight 5,000 pounds. This commodity is classified under the Western Classifi-

cation, when shipped loose, L. C. L., as 3 T1; and when in boxes or crates, L. C. L., as D1. The 1st class rate from Columbus, N. M., to New Orleans, La., is \$2.03 per cwt.

(a) What tariff contains the rate?

(b) What are the charges on the shipment?

(c) If this shipment could have been crated at an expense of \$3.50 per crate, how much would have been saved?

(d) If shipment had originated at Hatchita, N. M., and were destined to Memphis, Tenn., what tariff would apply?

Problem XIII.—A shipper in Chattanooga, Tenn., shipped to a customer in Murphy, N. C., 24,000 lbs. of Scrap Rubber, in bags. This commodity is classified (in the Southern Classification) 5th class, in L. C. L. quantities; and 6th class in carloads, minimum weight 30,000 lbs. The through 5th class rate is \$0.41 per 100 lbs., and the 6th class rate is \$1.34 per 100 lbs.

(a) What tariff contains the through rate?

(b) Show computation of charges on the shipment.

(c) If movement were from Cairo, Ill., to Minnesota Transfer, Minn., what tariff would apply?

Problem XIV.—A shipper in Chattanooga, Tenn., shipped to a customer in Charleston, S. C., 28 net tons of Scrap Iron. There is a through commodity rate of \$2.75 per net ton.

(a) What tariff contains the rate?

(b) Show correct charges on the shipment?

(c) If movement were from Atlanta, Ga., to Knoxville, Tenn., what tariff would apply?

Problem XV.—A shipper in Albany, Ga., shipped (all-rail) to a customer in Boston, Mass., one tank car of Glucose. Shipment was made in a tank car with gallonage capacity of 9,023 gallons. The estimated weight of Glucose is 11.7 lbs. per gallon. The carload minimum prescribed is the gallonage capacity of tank. There is a through Commodity rate of 36c per pound.

(a) What tariff contains the rate?

(b) Show computation of charges.

(c) If movement were from Atlanta, Ga., to London, Ont., what tariff would apply?

(d) If movement were from Baton Rouge, La., to Pueblo, Colo., what tariff would apply?

Rule 25---Official Classification

ARTICLES RATED AT 15% LESS THAN 2d CLASS.

Articles subject to this Rule, will be rated in L. C. L. or C. L., according as they are noted in the L. C. L. or C. L. columns of the Classification, at fifteen (15) per cent. below second-class rates, but not lower than third-class rates (see note), subject to all other rules and conditions of the Classification.

NOTE:---In computing the above percentage reduction,
the following will govern:

If the fraction is less than one-half ($\frac{1}{2}$) mill drop the fraction, but if the fraction is one-half ($\frac{1}{2}$) mill or more increase the fraction to a full mill; illustration, if the rate figures 10.74 cents make it 10.7 cents, if the rate requires 10.75 cents, make it 10.8 cents, except as otherwise provided in the tariffs of individual carriers.

Rule 26---Official Classification

ARTICLES RATED AT 20% LESS THAN 3d CLASS.

Articles subject to this Rule, will be rated in L. C. L. or C. L., according as they are noted in the L. C. L. or C. L. columns of the Classification, at twenty (20) per cent. below third-class rates, but not lower than fourth-class rates (see note), subject to all other rules and conditions of the Classification.

NOTE:---In computing the above percentage reduction,
the following will govern:

If the fraction is less than one-half ($\frac{1}{2}$) mill drop the fraction, but if the fraction is one-half ($\frac{1}{2}$) mill or more increase the fraction to a full mill; illustration, if the rate figures 10.74 cents make it 10.7 cents, if the rate figures 10.75 cents make it 10.8 cents, except as otherwise provided in the tariffs of individual carriers.

RULE 27 ... OFFICIAL CLASSIFICATION

(A) When articles subject to the provisions of this rule are loaded in or on cars 36 feet 6 inches or less in length, they shall be charged at the minimum carload weights specified therefor in the Classification (actual or estimated weight to be charged for when in excess of the minimum weight). Except as provided in Sections B and C, if such articles are loaded in or on cars exceeding 36 feet 6 inches in length, the minimum carload weights to be charged shall be as provided in Section F (actual or estimated weight to be charged for when in excess of the minimum weight) (see Note 1).

(B) When a shipper orders a car 36 feet 6 inches or less in length for articles "subject to Rule 27," and the carrier is unable to furnish car of desired length when ordered, a longer car will be furnished under the following conditions:

1st. If the carrier is unable to furnish car of desired length but furnishes a longer car not exceeding 40 feet 6 inches in length, the minimum weight for the car furnished shall be that fixed for the car ordered, except that when the loading capacity of the car is used the minimum weight shall be that fixed for the car furnished.

2nd. If the carrier is unable to furnish car of the desired length or in place thereof a car not exceeding 40 feet 6 inches in length within six (6) days from the date car is ordered, and after the expiration of such period furnishes a longer car than ordered, the minimum weight for such car shall be that fixed for the car ordered, except that when the loading capacity of the car is used the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on(date);
car.....ft. in length furnished by carrier on(date)
under Rule 27, Official Classification."

(C) When a shipper orders a car over 36 feet 6 inches in length for articles "subject to Rule 27," and car of the length ordered cannot be furnished within six days after receipt of order (see Note 2), carrier will, after expiration of such period, furnish a longer car or two shorter cars under the following conditions:

1st. If the carrier is unable within six days after receipt of order (see Note 2) to furnish car of the length ordered and furnishes a longer car, the minimum weight shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on(date);
car.....ft. in length furnished by carrier on(date)
under Rule 27, Official Classification."

2nd. If the carrier is unable within six days after receipt of order (see Note 2) to furnish car of the length ordered or a longer car than ordered and furnishes two shorter cars in place of the car ordered, one of the cars (the longer car of the two if of different lengths and subject to different minimum carload weights when loaded singly) shall be charged the minimum weight fixed for such car (actual or estimated weight if greater) and the remainder of the shipment loaded in or on the other car shall be charged at actual or estimated weight and carload rate, but in no case shall the total weight charged for the two cars be less than the minimum weight fixed for the car ordered, except that when articles are loaded on flat or gondola cars, and are of such continuous length as to rest upon both cars, or are loaded on one car and extend over the other car, the shipment will be subject to the minimum carload weight applicable to the car of size ordered (provided the articles are of such length as could have been loaded on car of size ordered), actual weight to be charged for if in excess of such minimum weight.

When two shorter cars are furnished in place of the car ordered, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on(date);
two cars.....ft. and.....ft. in length furnished by carrier on.....
.....(date) under Rule 27, Official Classification."

(D) Except when furnished by carrier in place of a shorter car ordered, if a car over 36 feet 6 inches in length is used by shipper for loading articles "subject to Rule 27," without previous order having been placed by shipper with carrier for a car of such size, the minimum weight shall be that fixed for the car used.

†(E) Rule 5-C and Rule 7-A will not apply to articles "subject to Rule 27" unless otherwise provided in the description of such articles in the Classification or in the tariffs of individual carriers.

Property shipped under common carrier's liability will be carried under the terms set forth in Rule 1 of this Classification

Rule 27—Continued.

(F). See Note 3.	WHEN THE MINIMUM CARLOAD WEIGHT PROVIDED IN THE CLASSIFICATION FOR THE ARTICLE SHIPPED IS:				
	24,000 lbs. Charge not less than	22,000 lbs. Charge not less than	20,000 lbs. Charge not less than	18,000 lbs. Charge not less than	16,000 lbs. Charge not less than
Cars over 36 ft. 6 in. and not over 37 ft. 6 in. long	lbs.	lbs.	lbs.	lbs.	lbs.
" 37 " 6 "	24,720	22,660	20,600	18,540	16,480
" 38 " 6 "	25,440	23,320	21,200	19,080	16,960
" 39 " 6 "	26,160	23,980	21,800	19,620	17,440
" 40 " 6 "	26,880	24,640	22,400	20,160	17,920
" 41 " 6 "	28,080	25,740	23,400	21,030	18,720
" 42 " 6 "	29,280	26,840	24,400	21,960	19,520
" 46 " 6 "	34,080	31,240	28,400	25,560	22,720
" 50 " 6 "	38,880	35,640	32,400	29,160	25,920
" 50 " 6 inches in length.....	48,000	44,000	40,000	36,000	32,000
<hr/>					
(F). See Note 3.	WHEN THE MINIMUM CARLOAD WEIGHT PROVIDED IN THE CLASSIFICATION FOR THE ARTICLE SHIPPED IS:				
	15,000 lbs. Charge not less than	14,000 lbs. Charge not less than	12,000 lbs. Charge not less than	11,000 lbs. Charge not less than	10,000 lbs. Charge not less than
Cars over 36 ft. 6 in. and not over 37 ft. 6 in. long	lbs.	lbs.	lbs.	lbs.	lbs.
" 37 " 6 "	15,450	14,420	12,360	11,330	10,300
" 38 " 6 "	15,900	14,840	12,720	11,660	10,600
" 39 " 6 "	16,350	15,260	13,080	11,990	10,900
" 40 " 6 "	16,800	15,680	13,440	12,320	11,200
" 41 " 6 "	17,550	16,380	14,040	12,870	11,700
" 42 " 6 "	18,300	17,080	14,640	13,420	12,200
" 46 " 6 "	21,300	19,880	17,040	15,620	14,200
" 50 " 6 "	24,300	22,680	19,440	17,820	16,200
" 50 " 6 inches in length.....	30,000	28,000	24,000	22,000	20,000

NOTE 1.—The length of cars referred to in this Rule is based on the platform measurement of flat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor thereof, the length shall be computed from the inward side of the ice box.

The platform measurement of flat cars and the inside measurement of other cars must be shown on manifests and transfer slips to connecting lines.

Fractions of an inch will not be counted in computing length of cars.

NOTE 2.—Time will be computed from the first day after the day on which order is received by carrier. In computing time Sundays and legal holidays (national, state and municipal) will be included. When the last day of the six day period is a Sunday or a legal holiday, the day following will be considered the last of the six days. When a legal holiday falls on a Sunday, the following Monday will be treated as a legal holiday.

NOTE 3.—When a shipper orders a car of specified length within and including the minimum and maximum lengths for which the same minimum carload weight is provided in Section F, the furnishing by carrier of a car of any length between and including such minimum and maximum lengths will be a fulfillment of shipper's order.

NOTE 4.—For lengths of cars see the Official Railway Equipment Register, I. C. C.-R. E. R. No. 39 and P. S. C.-2 N. Y.-R. E. R. No. 39 (issued by G. P. Conard, Agent) and reissues thereof.

RULE 28 --- OFFICIAL CLASSIFICATION

Rule 28. Articles classified subject to this Rule will be rated at fourth-class rates plus the amounts shown in the following Table of Rates, unless otherwise provided in the Tariffs of individual carriers.

TABLE OF RATES TO BE USED IN CONNECTION WITH RULE 28.

WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE	WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE	WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE	WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE	WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE	WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE	WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE	WHEN THE DIF- FERENCE BETWEEN THE 3D AND 4TH CLASS RATE IS	THE AMOUNT TO BE ADDED TO THE 4TH CLASS RATE		
(Cents)		(Cents)															
.5	.2	4.2	1.5	7.9	2.8	11.6	4.1	15.3	5.4	19.0	6.7	22.7	7.9	26.4	9.2		
.6	.2	4.3	1.5	8.0	2.8	11.7	4.1	15.4	5.4	19.1	6.7	22.8	8.0	26.5	9.3		
.7	.2	4.4	1.5	8.1	2.8	11.8	4.1	15.5	5.4	19.2	6.7	22.9	8.0	26.6	9.3		
.8	.3	4.5	1.6	8.2	2.9	11.9	4.2	15.6	5.5	19.3	6.8	23.0	8.1	26.7	9.3		
.9	.3	4.6	1.6	8.3	2.9	12.0	4.2	15.7	5.5	19.4	6.8	23.1	8.1	26.8	9.4		
1.0	.4	4.7	1.6	8.4	2.9	12.1	4.2	15.8	5.5	19.5	6.8	23.2	8.1	26.9	9.4		
1.1	.4	4.8	1.7	8.5	3.0	12.2	4.3	15.9	5.6	19.6	6.9	23.3	8.2	27.0	9.5		
1.2	.4	4.9	1.7	8.6	3.0	12.3	4.3	16.0	5.6	19.7	6.9	23.4	8.2	27.1	9.5		
1.3	.5	5.0	1.8	8.7	3.0	12.4	4.3	16.1	5.6	19.8	6.9	23.5	8.2	27.2	9.5		
1.4	.5	5.1	1.8	8.8	3.1	12.5	4.4	16.2	5.7	19.9	7.0	23.6	8.3	27.3	9.6		
1.5	.5	5.2	1.8	8.9	3.1	12.6	4.4	16.3	5.7	20.0	7.0	23.7	8.3	27.4	9.6		
1.6	.6	5.3	1.9	9.0	3.2	12.7	4.4	16.4	5.7	20.1	7.0	23.8	8.3	27.5	9.6		
1.7	.6	5.4	1.9	9.1	3.2	12.8	4.5	16.5	5.8	20.2	7.1	23.9	8.4	27.6	9.7		
1.8	.6	5.5	1.9	9.2	3.2	12.9	4.5	16.6	5.8	20.3	7.1	24.0	8.4	27.7	9.7		
1.9	.7	5.6	2.0	9.3	3.3	13.0	4.6	16.7	5.8	20.4	7.1	24.1	8.4	27.8	9.7		
2.0	.7	5.7	2.0	9.4	3.3	13.1	4.6	16.8	5.9	20.5	7.2	24.2	8.5	27.9	9.8		
2.1	.7	5.8	2.0	9.5	3.3	13.2	4.6	16.9	5.9	20.6	7.2	24.3	8.5	28.0	9.8		
2.2	.8	5.9	2.1	9.6	3.4	13.3	4.7	17.0	6.0	20.7	7.2	24.4	8.5	28.1	9.8		
2.3	.8	6.0	2.1	9.7	3.4	13.4	4.7	17.1	6.0	20.8	7.3	24.5	8.6	28.2	9.9		
2.4	.8	6.1	2.1	9.8	3.4	13.5	4.7	17.2	6.0	20.9	7.3	24.6	8.6	28.3	9.9		
2.5	.9	6.2	2.2	9.9	3.5	13.6	4.8	17.3	6.1	21.0	7.4	24.7	8.6	28.4	9.9		
2.6	.9	6.3	2.2	10.0	3.5	13.7	4.8	17.4	6.1	21.1	7.4	24.8	8.7	28.5	10.0		
2.7	.9	6.4	2.2	10.1	3.5	13.8	4.8	17.5	6.1	21.2	7.4	24.9	8.7	28.6	10.0		
2.8	1.0	6.5	2.3	10.2	3.6	13.9	4.9	17.6	6.2	21.3	7.5	25.0	8.8	28.7	10.0		
2.9	1.0	6.6	2.3	10.3	3.6	14.0	4.9	17.7	6.2	21.4	7.5	25.1	8.8	28.8	10.1		
3.0	1.1	6.7	2.3	10.4	3.6	14.1	4.9	17.8	6.2	21.5	7.5	25.2	8.8	28.9	10.1		
3.1	1.1	6.8	2.4	10.5	3.7	14.2	5.0	17.9	6.3	21.6	7.6	25.3	8.9	29.0	10.2		
3.2	1.1	6.9	2.4	10.6	3.7	14.3	5.0	18.0	6.3	21.7	7.6	25.4	8.9	29.1	10.2		
3.3	1.2	7.0	2.5	10.7	3.7	14.4	5.0	18.1	6.3	21.8	7.6	25.5	8.9	29.2	10.2		
3.4	1.2	7.1	2.5	10.8	3.8	14.5	5.1	18.2	6.4	21.9	7.7	25.6	9.0	29.3	10.3		
3.5	1.2	7.2	2.5	10.9	3.8	14.6	5.1	18.3	6.4	22.0	7.7	25.7	9.0	29.4	10.3		
3.6	1.3	7.3	2.6	11.0	3.9	14.7	5.1	18.4	6.4	22.1	7.7	25.8	9.0	29.5	10.3		
3.7	1.3	7.4	2.6	11.1	3.9	14.8	5.2	18.5	6.5	22.2	7.8	25.9	9.1	29.6	10.4		
3.8	1.3	7.5	2.6	11.2	3.9	14.9	5.2	18.6	6.5	22.3	7.8	26.0	9.1	29.7	10.4		
3.9	1.4	7.6	2.7	11.3	4.0	15.0	5.3	18.7	6.5	22.4	7.8	26.1	9.1	29.8	10.4		
4.0	1.4	7.7	2.7	11.4	4.0	15.1	5.3	18.8	6.6	22.5	7.9	26.2	9.2	29.9	10.5		
4.1	1.4	7.8	2.7	11.5	4.0	15.2	5.3	18.9	6.6	22.6	7.9	26.3	9.2	30.0	10.5		

Issued in compliance with Order in Docket 5860 and I. & S. Docket 333 of the Interstate Commerce Commission of date December 16, 1914.

RULE 6 --- WESTERN CLASSIFICATION

CARLOAD SHIPMENTS DEFINED.

A. Section 1. Except as provided in Rule 18, carload ratings apply only when a carload of freight is shipped from one station, in or on one car (except as provided in Rule 24), in one day, by one shipper for delivery to one consignee at one destination. Only one bill of lading from one loading point and one freight bill shall be issued for such carload shipment. The minimum carload weight provided is the lowest weight on which the carload rating will be computed.

DISTRIBUTION OF CARLOAD SHIPMENTS.

Section 2. Carload ratings will not apply on freight consigned to, or in care of Carrier's Agents for the purpose of assembling, forwarding or delivering less than carload shipments in order to effect the application of the carload ratings thereon. Less than carload ratings will be applied on the entire shipment.

MINIMUM WEIGHTS ON LIGHT AND BULKY FREIGHT.

B. Section 1. Minimum weights provided in this Classification will apply on all sizes of cars, except that premium and deduction charges will be applied to light and bulky articles designated by note, as "subject to Rule 6-B," whether loaded in box cars or on open cars.

Section 2. Upon such light and bulky articles, the standard car will be 36 feet in length, inside measurement, 3% per foot to be added for each foot in excess of 36 ft, and 3% per foot to be deducted for each foot less than 36 feet, with a minimum of 91%, all percentages to be based on inside dimensions. In applying premium and deduction charges, fractions of a foot, six inches or less, to be disregarded. (See Table of Percentages and Minimum Weights below.)

Table showing minimum C. L. weights applicable under Rule 6-B, to light and bulky freight shipped in cars of different lengths (inside dimensions).

Length of car (Dimensions inclusive)	Over 33 ft. 6 in. and under	Over 33 ft. 6 in. to and including 34 ft. 6 in.	Over 34 ft. 6 in. to and including 35 ft. 6 in.	Over 35 ft. 6 in. to and including 36 ft. 6 in.	Over 36 ft. 6 in. to and including 37 ft. 6 in.	Over 37 ft. 6 in. to and including 38 ft. 6 in.
Minimum Weights	91%	94%	97%	100%	103%	106%
5,000 lbs.	4,550	4,700	4,850	5,000	5,150	5,300
8,000 "	7,280	7,520	7,760	8,000	8,240	8,480
9,000 "	8,190	8,460	8,730	9,000	9,270	9,540
10,000 "	9,100	9,400	9,700	10,000	10,300	10,600
11,000 "	10,010	10,340	10,670	11,000	11,330	11,660
12,000 "	10,920	11,280	11,640	12,000	12,360	12,720
14,000 "	12,740	13,160	13,580	14,000	14,420	14,840
15,000 "	13,650	14,100	14,550	15,000	15,450	15,900
16,000 "	14,560	15,040	15,520	16,000	16,480	16,960
18,000 "	16,380	16,920	17,460	18,000	18,540	19,080
20,000 "	18,200	18,800	19,400	20,000	20,600	21,200
22,000 "	20,020	20,680	21,340	22,000	22,660	23,320
24,000 "	21,840	22,560	23,280	24,000	24,720	25,440
30,000 "	27,300	28,200	29,100	30,000	30,900	31,800
Length of car (Dimensions inclusive)	Over 38 ft. 6 in. to and including 39 ft. 6 in.	Over 39 ft. 6 in. to and including 40 ft. 6 in.	Over 40 ft. 6 in. to and including 41 ft. 6 in.	Over 41 ft. 6 in. to and including 42 ft. 6 in.	Over 42 ft. 6 in. to and including 43 ft. 6 in.	Over 43 ft. 6 in. to and including 44 ft. 6 in.
Minimum Weights	109%	112%	115%	118%	121%	124%
5,000 lbs.	5,450	5,600	5,750	5,900	6,050	6,200
8,000 "	8,720	8,960	9,200	9,440	9,680	9,920
9,000 "	9,810	10,080	10,350	10,620	10,890	11,160
10,000 "	10,900	11,200	11,500	11,800	12,100	12,400
11,000 "	11,990	12,320	12,650	12,980	13,310	13,640
12,000 "	13,080	13,440	13,800	14,160	14,520	14,880
14,000 "	15,260	15,680	16,100	16,520	16,940	17,360
15,000 "	16,350	16,800	17,250	17,700	18,150	18,600
16,000 "	17,440	17,920	18,400	18,880	19,360	19,840
18,000 "	19,620	20,160	20,700	21,240	21,780	22,320
20,000 "	21,800	22,400	23,000	23,600	24,200	24,800
22,000 "	23,980	24,640	25,300	25,960	26,620	27,280
24,000 "	26,160	26,880	27,600	28,320	29,040	29,760
30,000 "	32,700	33,600	34,500	35,400	36,300	37,200

RULE 6 (continued)

Length of car (Dimensions inclusive)	Over 44 ft. 6 in. to and including 45 ft. 6 in.	Over 45 ft. 6 in. to and including 46 ft. 6 in.	Over 46 ft. 6 in. to and including 47 ft. 6 in.	Over 47 ft. 6 in. to and including 48 ft. 6 in.	Over 48 ft. 6 in. to and including 49 ft. 6 in.	Over 49 ft. 6 in. to and including 50 ft. 6 in.
Minimum Weights	127%	130%	133%	136%	139%	142%
5,000 lbs.	6,350	6,500	6,650	6,800	6,950	7,100
8,000 "	10,160	10,400	10,640	10,880	11,120	11,360
9,000 "	11,430	11,700	11,970	12,240	12,510	12,780
10,000 "	12,700	13,000	13,300	13,600	13,900	14,200
11,000 "	13,970	14,300	14,630	14,960	15,290	15,620
12,000 "	15,240	15,600	15,960	16,320	16,680	17,040
14,000 "	17,780	18,200	18,620	19,040	19,460	19,880
15,000 "	19,050	19,500	19,950	20,400	20,850	21,300
16,000 "	20,320	20,800	21,280	21,760	22,240	22,720
18,000 "	22,860	23,400	23,940	24,480	25,020	25,560
20,000 "	25,400	26,000	26,600	27,200	27,800	28,400
22,000 "	27,940	28,600	29,260	29,920	30,580	31,240
24,000 "	30,480	31,200	31,920	32,640	33,360	34,080
30,000 "	38,100	39,000	39,900	48,800	41,700	42,600

WHEN 36 FT. 6 IN. CAR IS ORDERED AND CARRIER FURNISHES LARGER CAR.

Section 3. When a shipper orders a car 36 feet 6 inches or less in length for articles "subject to Rule 6-B," and the carrier is unable to furnish car of desired length when ordered, a longer car will be furnished under the following conditions:

1st. If the carrier is unable to furnish car of desired length but furnishes a longer car not exceeding 40 feet 6 in. in length, the minimum weight for the car furnished shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

2nd. If the carrier is unable to furnish car of the desired length, or in place thereof a car not exceeding 40 ft. 6 in. in length within six (6) days from the date car is ordered, and after the expiration of such period, furnishes a longer car than ordered, the minimum weight for such car shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on.....(date) car.....ft.

in length furnished by carrier on.....(date) under Rule 6-B, Western Classification."

WHEN OVER 36 FT. 6 IN. CAR CANNOT BE FURNISHED AND ONE LARGER OR TWO SMALLER CARS ARE SUBSTITUTED.

Section 4. When a shipper orders a car over 36 feet 6 inches in length for articles "subject to Rule 6-B" and car of the length ordered cannot be furnished within six (6) days after receipt of order (see Note 2), carrier will, after expiration of such period, furnish a longer car or two shorter cars under the following conditions:

1st. If the carrier is unable, within six (6) days after receipt of order (see Note 2), to furnish car of the length ordered, and furnishes a longer car, the minimum weight shall be that fixed for the car ordered, except that when the loading capacity of the car is used, the minimum weight shall be that fixed for the car furnished.

If a longer car than ordered is furnished, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on.....(date) car.....ft. in

length furnished by the carrier on.....(date) under Rule 6-B, Western Classification."

2nd. If the carrier is unable, within six (6) days after receipt of order (see Note 2), to furnish car of the length ordered or a longer car than ordered, and furnishes two shorter cars in place of car ordered, one of the cars (the longer car of the two if of different lengths) shall be charged the minimum weight fixed for such car (actual or estimated weight if greater), and the remainder of the shipment loaded in or on the other car shall be charged at actual or estimated weight and carload rate, but in no case shall the total weight charged for the two cars be less than the minimum weight fixed for the car ordered.

When two shorter cars are furnished in place of the car ordered, the following notation must be made by Agent on Bill of Lading and Waybill:

"Car.....ft. in length ordered by shipper on.....(date) two cars.....ft.

and.....ft. in length furnished by carrier on.....(date) under Rule 6-B, Western Classification."

RULE 6 (continued)

Section 5. Except when furnished by carrier in place of a shorter car ordered, if a car over 36 ft. 6 inches in length is used by shipper for loading articles "subject to Rule 6-B," without previous order having been placed by shipper with carrier for a car of such size, the minimum weight shall be that fixed for the car used.

NOTE 1. The length of car referred to in this Rule is based on the platform measurement of slat cars and inside measurement of all other cars, except that on refrigerator cars having ice boxes constructed in ends thereof extending from top of car partially to floor thereof, the length shall be computed from the inward side of the ice box.

The platform measurement of flat cars and the inside measurement of other cars must be shown on the manifests and transfer slips to connecting lines.

NOTE 2. Time will be computed from the first day after the day on which order is received by carrier. In computing time, Sundays and legal holidays (national, state and municipal) will be included. When the last day of the six day period is a Sunday or legal holiday, the day following will be considered the last of the six days. When a legal holiday falls on a Sunday, the following Monday will be treated as a legal holiday.

NOTE 3. When a shipper orders a car of specified length within and including the minimum and maximum lengths for which the same minimum carload weight is provided in table of Section 2, the furnishing by the carrier of a car of any length between and including such minimum and maximum lengths will be a fulfillment of shipper's order.

NOTE 4. For dimensions and capacities of cars, see the Official Railway Equipment Register, I. C. C.-R. E. R.-No. 26 (issued by G. P. Conard, Agent), and reissues thereof.

RULE 8—WESTERN

Section 1. Unless otherwise provided for in the Classification, all freight shipped in crates, bales, bags or bundles will take when shipped in crates the next class higher (greater) than in boxes, and when shipped in bales, bags or bundles, one class higher (greater) than in crates. Where same rating is provided for articles shipped in bundles or boxes, the rating given will apply upon shipments of the same articles in crates. When no rating is shown for articles in boxes, the rating shown for the same article in crates will apply. When not otherwise specified in the Classification, where the same rating is provided for articles shipped in crates or boxes, the same articles shipped in bundles will take the next class higher (greater). When not otherwise specified in the Classification, the rating given on shipments in boxes shall apply upon shipments in barrels or kegs, or in drums and "vice versa."

RULE 11—WESTERN

When rate for carload is not named the classification which is shown in L. C. L. column will govern regardless of quantity, and no two or more articles shall be shipped in mixed carloads at carload rate, unless so provided for in the Classification. (See Rule 21.)

RULE 21—WESTERN

A. Unless otherwise specified in the Classification, where two or more articles are mentioned in one item, or bracketed items, they may be forwarded in straight or mixed carloads at the rate shown, except as provided in paragraph "B" of this Rule.

B. Carload ratings shown in the Classification for articles "subject to Rule 21-B," will not apply on straight carloads of the articles named. In such cases the amount of the articles so designated, which may be included, shall not exceed 33½% of the total weight loaded in the mixed carload. The total weight of the articles made subject to Rule 21 B to be shown separately on bill of lading by the shipper.

RULE 30—WESTERN

Section 1. Ratings provided for freight in carloads do not obligate the carrier to furnish heated cars, nor to maintain heat in cars, for freight requiring such protection, except under conditions which the carrier's tariffs provide.

Section 2. Stoves, used in cars, and the fittings and fuel therefor, must be furnished by shipper, and the fuel must consist of coal, coke or charcoal, unless otherwise permitted by regulations of individual carriers.

Stoves must be securely fastened and braced.

Stove pipes must be run through a board, protected with metal collar, securely fastened at one side of the doorway of the car, and secured clear of all woodwork, and fitted with an elbow and pipe projecting above the car not more than 24 inches.

Woodwork, where exposed to heat, must be protected by sheet metal.

Shippers must provide men to care for fires. Carriers will pass one man free in charge of one to six cars for this purpose; no return transportation will be given. Transportation will not be given to persons in charge of trees or shrubbery.

No charge will be made for the transportation of stoves, fittings or fuel in the car with the freight requiring such protection.

Stoves, stove fittings and lumber used in fitting up cars when reshipped by consignee to consignor at point of origin of the freight, will be returned at one-half ($\frac{1}{2}$) fourth-class rate.

INDEX TO ARTICLES.

Articles are specified in this index under their "Noun" denomination, and where "Nouns" are not deemed sufficiently distinctive, under their "Adjective" also.

"N.O.I.B.N." stands for "Not otherwise indexed by name."

A	Page	Item	Page	Item	Page	Item		
Abrasice Cloth or Paper.....	44	1 to 3	Advertising Sign-boards.....	295	6	Algarrobilla.....	57	11
Absorbent Cotton.....	116	2	" Spools.....	302	27	Allegorical Display Floats.....	142	9 to 11
" " Waste.....	116	2	" Window Displays, N. O. I. B. N.	47	1	Alleys, Box Ball, and Fixtures.....	64	27
Absorbers, Shock, Automobile.....	65	32	Adze Heads.....	191	20	Alligator Hides or Skins.....	176	27 to 29
Accroides Gum.....	172	26	Aerators, Cream or Milk.....	{ 222 223	22	Alloys, Ferro.....	136	22 to 26
Acetanilid.....	44	4	Acroplanes.....	47	1	Alloys, White Metal, N.O.I.B.N.:		
Acctate Liquor, crude.....	44	6	" Frames.....	47	2	Bars.....	351	31
Acetate, Amyl, Ethyl or Methyl.....	44	5	Agalite.....	47	3	Blanks.....	351	32
Acetate of Aluminum.....	58	19 to 21	Agar-Agar (Bengal Isinglass or Ceylon Moss).....	288	20	Pigs.....	351	31
" " Chrome, Waste.....	104	25	Agate.....	47	4	Sheets.....	351	31
" " Chromium.....	104	26	Agitators, Clay.....	{ 223 224	13	Allspice.....	302	18
" " Copper.....	118	20	" Cream or Milk....	{ 222 223	22	Almadina Gum.....	172	27
" " Iron.....	201	25	Agricultural Implements, other than Hand, N. O. I. B. N....	52	1	Almanacs, Advertising.....	46	13
" " Lead.....	207	2	Agcl. Impl. and Mach. Parts, all kinds, N. O. S.	56	4	" Other than Adver- tising.....	57	12
" " Lime.....	209	23	" " and Mach. Stock or Stuff, N. O. S.	56	22	Almond Oil, sweet.....	246	10
" " Soda.....	299	5	Agricultural Fungicides or Insecticides, N. O. I. B. N....	132	13 to 15	Almond Paste.....	57	13
Acetic Acid.....	44	9	Air, Compressed.....	161	16	Aloes, Gum.....	172	28
Acetone.....	44	7	Air Brake Equipment Main Reservoirs.....	85	14	Altars, Church, granite, mar- ble or stone.....	57	14
Acetylene Gas.....	161	15	" " Equipment, N. O. S.	85	13	Alum, Sodium	57	16
Acid, Acetic.....	44	9	" " Instruction Cars....	333	5 to 8	" N. O. I. B. N.	57	17
" Arsenic.....	44	10	" Compressor Power Outfits	253	18	Alumina (Oxide of Aluminum)	59	5
" Boracic.....	44	11	" Compressors.....	224	7	" Bisulphite of.....	59	1
" Carbolic.....	45	1 to 3	" Cylinders.....	120	21 to 23	" Sulphate of.....	59	6
" Carbonic.....	161	19	" Duct Grating.....	171	12	" Salts, N. O. I. B. N.	59	7
" Cresylic.....	45	4	" Flues.....	235	16	Aluminuni and Aluminum Ar- ticles.....	57	18
" Electrolyte.....	45	5	" Humidifiers, Bakers'....	220	10, 20	" Angle.....	57	22
" Formic.....	45	6	" Pumps, Tire.....	276	10	" Articles other than undecorated		
" Hydrochloric.....	45	10	" Other than Tire....	276	11	Household Ware..	58	16
" Hydrofluoric.....	45	7	" Registers.....	280	12	" Household Ware, undecorated.....	58	14 to 16
" Hydrofluosilicic.....	45	8	" Washers or Humidifiers....	220	3, 4	" Army Canteens...	58	4
" Lactic.....	45	9	Ajowan Seed.....	288	28	" Ashes.....	58	17
" Muriatic.....	45	10	Albo-Carbon.....	57	4	" Bar.....	57	22
" Nitrating (Nitric and Sulphuric mixed).....	45	11	Albumcn, Blood.....	57	6	" Borings.....	58	2
" Nitric.....	45	12	" Milk.....	143	25	" Cable, Electric....	128	20 to 22
" Oxalic.....	45	13	" N. O. S.....	57	7	" Joints.....	58	3
" Phosphate of Lime.....	209	24	Albums.....	57	8	" Castings, N. O. I. B. N.	58	5
" Phosphate (Phosphate Rock).....	262	27	Alcohol Burners (for Vapor Bath Cabinets)....	92	5	" Dross.....	58	17
" Phosphoric, liquid other than syrupy.....	46	1	" Stoves.....	198	22 to 25	" Foil.....	143	13
" Phosphoric, solid or syrupy.....	46	2	Alcohol, Denatured.....	210	23 to 25	" Grained or Gran- ulated.....	58	6
" Picric.....	133	6, 12	" Other than denatured....	210	26	" Household Ware, undecorated.....	58	15
" Pyroligneous.....	46	3	" Solidified.....	210	25	" Ingot.....	57	21
" Stearic.....	305	26	" Wood.....	210	23 to 25	" Matting.....	234	7
" Sulphuric.....	46	4	Alcoholic Liquors, N.O.I.B.N.	211	8	" Mats.....	234	3
" " and Nitric mixed (Nitrating Acid)	45	11	Ale Barrels.....	69	8 to 10	" Paint.....	255	4
" Tannic.....	46	5	" Eighth-Barrels.....	69	27 to 29	" Pig.....	57	19
" Tungstic.....	324	28	" Half-Barrels.....	{ 69 70	31, 32	" Pipe, other than Conductor Pipe..	58	7
" N. O. I. B. N.	46	6 to 8	" Hogshads.....	70	11 to 13	" Pipe, covered or lined with brass,	58	9
Acid Fish Scrap.....	141	6	" Quarter-Barrels.....	70	25 to 27	" copper or steel .	58	8
Acorns.....	46	9	" Sixth-Barrels.....	70	28 to 30	" Pipe Fittings.....	58	8
Actinolite Ore.....	251	7 to 9	Ale, Ginger.....	74	30	" Pipe Fittings, } covered or lined } <td>58</td> <td>10</td>	58	10
Actions, Piano.....	242	12	" N. O. S.....	57	10	" with brass, cop- per or steel.....		
Adding Machines.....	46	10	Ale and Beef, peptonized.....	57	9	" Plate.....	57	23, 24
" Machine Stands.....	304	16	Alfalfa Feed, Ground.....	135	13	" Powder.....	274	3
Addressing Machines.....	46	11	" Meal, "	234	14	" Rivets.....	58	11
" Machine Printing Plates, Printing Plate Frames or Type Holders....	275	22	" Seed.....	288	29	" Rod.....	58	1
Adhesive Paste.....	261	12						
Advertising Hams, Artificial.....	174	8						
" Matter, printed..	46	12 to 17						

OFFICIAL CLASSIFICATION RATINGS

		Subject to Uniform Bill of Lading Conditions L. C. L. C. L.		Subject to Uniform Bill of Lading Conditions L. C. L. L. C.
1	Apple Cores, Skins or Waste:			
	In bags, barrels or boxes.....	3	....
	In packages named, C. L., min. wt. 24,000 lbs. (subject to Rule 27)	5		
	In bulk, C. L., min. wt. 24,000 lbs. (subject to Rule 27)....	5		
2	BAGS:			
3	Paper:			
	Crinkled:			
	In bales, boxes, bundles or crates	1	....
	In packages named, C. L., min. wt. 12,000 lbs. (subject to Rule 27).....	3		
4	Moth, in boxes or crates.....	2	....
5	Other than Crinkled or Moth:			
	Printed:			
	In bales, boxes, bundles or crates	3	....
	In packages named, C. L., min. wt. 36,000 lbs.....	5		
6	Not printed:			
	In bales, boxes, bundles or crates	3	....
	In packages named, C. L., min. wt. 36,000 lbs.....	5		
7	MILK:			
8	Milk, Condensed or Evaporated (liquid):			
	In milk shipping cans, subject to rates and regulations of individual carriers.			
	In glass or earthenware, packed in barrels or boxes..	1	....
	In metal cans completely jack- eted in metal or wooden jackets	2	....
	In metal cans in crates.....	3	....
	In metal cans in barrels or boxes	3	....
	In bulk in barrels.....	3	....
	In glass or earthenware, packed in barrels or boxes, in metal cans completely jacketed in metal or wooden jackets, in metal cans in bar- rels, boxes or crates, or in bulk in barrels, C. L., min. wt. 36,000 lbs.....	4		
9	PAPER:			
10	Wrapping:			
	N. O. S., in bundles, rolls, crates or boxes, C. L., min. wt. 36,000 lbs.....	3	5	
11	SHADES, WITH OR WITH- OUT FIXTURES:			
12	Window:			
	Bamboo:			
	In bundles wrapped with cloth or matting	1	....
	In boxes or crates.....	1	....
13	Venetian Blinds, in boxes or crates	1	....
14	Shot, Chilled, Iron or Steel:			
	In double bags.....	R.26	....
	In barrels or boxes.....	R.26	....
	In packages named, C. L., min. wt. 36,000 lbs.....	5		
15	Asphaltum, N. O. S., and As- phaltum Substitutes, N. O. S.:			
	In jacketed cans, loose.....	1	....
	In cans, crated or boxed (C. L., min. wt. 36,000 lbs).....	3	5	
	In kegs, bags, cakes, barrels or iron drums (C. L., min. wt. 40,000 lbs.)	4	6	
	In tank cars (see Note).....			6
	NOTE.—Asphaltum, N. O. S., and Asphaltum Sub- stitutes, N. O. S., in tank cars not fully unloaded at destination, and returned in the original tank cars to the original shipping point, will be charged at 4th class rate, actual weight, except that when carload rate and mini- mum weight for the article in tank cars will make a lower charge, the latter will apply.			
16	ACID:			
17	Nitrating (Mixed Nitric and Sul- phuric Acids):			
	In iron or steel barrels.....	3	....
	In iron or steel barrels, C. L., min. wt. 36,000 lbs.....			5
	In tank cars (see Note 1).....			5
18	Sulphuric, or Oil of Vitriol:			
	In glass or earthenware, packed in barrels or boxes..	1	3	
	In carboys	1	....
	In carboys, C. L., min. wt. 24,000 lbs. (subject to Rule 27)			5
	In iron or steel barrels.....	R.26	....
	In iron or steel barrels, C. L., min. wt. 36,000 lbs.....			5
	In tank cars (see Note 1).....			5
19	Sulphate of Alumina or Paper Makers' Alum:			
	In glass or earthenware, packed in barrels or boxes.....	1	....
	In fibre or metal cans or car- tons, in barrels or boxes....	2	....
	In bags, or in bulk in barrels or boxes	4	....
	In bags, or in bulk in barrels or boxes, or in bulk, C. L., min. wt. 40,000 lbs.....			6

Subject to
Uniform Bill of
Lading Conditions
L. C. L. C. L.

Subject to
Uniform Bill of
Lading Conditions
L. C. L. C. L.

1 BEET PULP:			
2 Wet:			
In bags or barrels.....	5	....
In packages or in bulk, C. L., min. wt. 36,000 lbs.....	6		
3 Canned Goods, N. O. S., in crates or boxes	2	....
4 DISINFECTANTS, OTHER THAN MEDICINAL, NOT OTHERWISE INDEXED BY NAME:			
5 Liquid:			
In carboys	1	....
In carboys, C. L., min. wt. 24,- 000 lbs. (subject to Rule 27).	3		
In glass or earthenware, packed in barrels or boxes.....	1	....
In glass or earthenware, packed in barrels or boxes, C. L., min. wt. 30,000 lbs.	3		
In metal cans completely jacked- eted	1	....
In metal cans in barrels or boxes	3	....
In bulk in barrels	3	....
In metal cans completely jacked- eted, in metal cans in bar- rels or boxes or in bulk, in barrels, C. L., min. wt. 30,000 lbs.	5		
6 Other Than Liquid:			
In glass or earthenware, packed in barrels or boxes	1	....
In glass or earthenware, packed in barrels or boxes, C. L., min. wt. 30,000 lbs.....	3		
In pails	1	....
In fibre or metal cans or car- tons in barrels or boxes....	3	....
In bulk in barrels or boxes...	3	....
In pails, in fibre or metal cans or cartons in barrels or boxes or in bulk in barrels, C. L., min. wt. 30,000 lbs....	5		
7 FRUIT, FRESH:			
8 Apples:			
In bags	3	....
In barrels with cloth tops....	2	....
In baskets with solid or slatted wooden tops	2	....
In crates	2	....
In boxes	2	....
In barrels	3	....
In packages or in bulk, C. L., min. wt. 24,000 lbs.....	5		
9 HIDES, PELTS OR SKINS,			

NOT DRESSED NOR TAN-NED:

10 Cattle or Horse:			
11 Dry:			
Loose	1½	....
In bundles	1½	....
In machine pressed bales....	1	....
Loose or in packages, C. L., min. wt. 20,000 lbs. (subject to Rule 27)	4		
12 Green or Green Salted:			
In barrels, boxes or bundles...	4	....
Loose or in packages, C. L., min. wt. 36,000 lbs.....	5		
13 PAPER:			
14 Scrap or Waste, not sensitized, including Scrap or Waste Fibreboard, Pulpboard or Strawboard:			
In barrels, boxes or crates....	2	....
In bags, or in bales not ma- chine pressed	2	....
In bundles, securely tied (see Note)	5	....
In machine pressed bales....	5	....
In packages named, C. L., min. wt. 24,000 lbs. (subject to Rule 27)	6		

NOTE—Ratings will apply only on old directories, magazines or pamphlets or on old newspapers folded flat in bundles, securely tied with heavy cord or rope completely encircling the bundle at least twice around the sides and once around the ends, securely knotted at each crossing.

15 Poultry or Pigeons, Live, See Notes:

In coops or crates.....	D1	....
In coops or crates or in poultry cars, C. L., min. wt. 18,000 lbs. (subject to Rule 27)....	2	

NOTE 1.—Man in charge to be carried free with carload shipments (see Contract with man or men in charge of property other than Live Stock), no free return passage to be given.

NOTE 2.—Shipments of Live Poultry in coops or crates, L. C. L., will be charged at actual gross weight, with a minimum charge of 100 lbs. per coop or crate, actual weight to be ascertained by weighing packages at points of origin or destination.

NOTE 3.—Ratings provided do not obligate the carriers to furnish special poultry cars, and do not include the rental charge for special poultry cars; the rental charge for such cars will be found in carriers' tariffs.

NOTE 4.—Shipments will not be received for transportation when consigned "To Order" or "Notify."

NOTE 5.—When shipments of Live Poultry, in carloads, are weighed at or near point of origin, it will be permissible to make an allowance to cover feed, water, etc., as follows: When loaded in box, stock or live poultry cars, 1,500 lbs.

Provided that in no case shall less than the prescribed minimum carload weight be charged for. No allowance will be made from weights ascertained at point of destination.

Subject to
Uniform Bill of
Lading Conditions
L. C. L. C. L.

Subject to
Uniform Bill of
Lading Conditions
L. C. L. C. L.

16 VEGETABLES:

17 Fresh or Green:

18 Potatoes, other than Sweet:

In barrels with cloth tops.....	4	....
In baskets with solid or slatted wooden tops	4	....
In bags, barrels, boxes or crates	4	....
In packages or in bulk, C. L., min. wt. 36,000 lbs., except as provided in Note.....	5	

NOTE.—During the period from June 1st to September 30th, inclusive, the carload minimum weight will be 30,000 lbs.

19 Canned or Preserved, including
Canned Corn, Canned Hominy,
Canned Pork and Beans, Can-

ned Scrapple and Canned Tomatoes, but not including Dried, Evaporated or Pickled Vegetables or Tomato Pulp:

In earthenware, packed in crates	1	....
In glass or earthenware, packed in barrels or boxes	1	....
In metal cans in crates.....	3	....
In metal cans in barrels or boxes	R26	....
In packages named C. L., min. wt. 36,000 lbs. (see Note).....	5	

NOTE.—Vegetables of one kind, in carloads, will be accepted in metal cans in wooden boxes with lids tied in bundles; Rule 5-C will not apply to such shipments.

FISH—

1 Other than Fresh:

2† Shell Fish, Cooked, Pickled or Preserved:

In glass or earthenware, packed in barrels or boxes.....	1	....
In glass or earthenware, packed in barrels or boxes, C. L., min. wt. 30,000 lbs.....	....	3
In metal cans in crates.....	3	....
In metal cans in barrels or boxes.....	R.26	....
In metal cans in barrels, boxes or crates, C. L., min. wt. 36,000 lbs.....	....	5

3 Fish, other than Shell Fish:

4† Cooked, Pickled or Preserved, Dried, Dry Salted or Smoked:

In glass or earthenware, packed in barrels or boxes..	1	....
In metal cans in crates.....	3	....
In metal cans in barrels or boxes.....	R.26	....
In packages named, C. L., min. wt. 36,000 lbs.....	....	5

5 Dried, Dry Salted or Smoked:

In bales or bundles.....	R.26	....
In inner containers other than glass, earthenware or metal cans, in barrels, boxes or crates.....	R.26	....
In bulk in barrels, boxes or crates.....	R.28	....
In packages named, C. L., min. wt. 30,000 lbs.....	....	5

6 Pickled:

In bulk in barrels, kits, pails or tubs.....	R.26	....
In packages named, C. L., min. wt. 30,000 lbs.....	....	5

7 Live, in metal tanks, Prepaid

D 1

8 Fish Scrap or Acid Fish Scrap:

In bags.....

12 FIXTURES:

13 Electrical, N. O. S., or Electric Fixture Parts, N. O. S., new or second-hand, boxed.....	1	3
14 Telegraph or Telephone, N. O. S., new or second-hand, boxed.....	1	3

15 FLAGS:

16 Coopers' or Furniture Makers': In bales or bundles.....	D 1	....
In packages named, C. L., min. wt. 12,000 lbs. (subject to Rule 27).....	....	2
17 Swamp or Marsh, N. O. S., cut in pieces and compressed in bales (C. L., min. wt. 24,000 lbs.) (subject to Rule 27).....	1	5

18 Flags, not otherwise indexed by name, mounted or not mounted:

In bundles.....	1½	....
* In bales.....	1½	....
In boxes:.....	1	....

19 Flag Staffs (Flag Poles), iron or steel, with or without attachments:

▲ Loose or in packages.....	3	....
Loose or in packages, C. L., min. wt. 36,000 lbs.....	....	5

20 Flag Staffs, wood (C. L. min. wt. 34,000 lbs.).....

1	5
---	---

21 FLASKS:

22 Glass, leather covered, in boxes.....	1	....
23 Powder, boxed.....	1	....
24 Quicksilver, iron or steel: Loose or in packages.....	4	....
Loose or in packages, C. L., min. wt. 36,000 lbs.....	....	5

25 Flax Straw:

26 Unthreshed: In bales or bundles.....	2
--	---	------

P	Subject to Uniform Bill of Lading Conditions.		R	Subject to Uniform Bill of Lading Conditions.	
	L. C. L.	C. L.		L. C. L.	C. L.
1 Pyrometer Cones, in barrels or boxes.	2	....	RACKS —Continued.		
2 Pyroxylin Solution, N. O. S.: In glass, packed in barrels or boxes, or in metal cans, packed in barrels or boxes.....	1	3	20 Horse Shoeing Suspensory: S. U., loose or in packages.....	1½	....
In iron or steel jacketed metal cans.	1	....	K. D., in bundles.....	2	....
In bulk in barrels.....	2	4	21 Hose: Other than flat or K. D. flat, in boxes or crates.....	1	....
			Flat or K. D. flat, in boxes or crates.....	2	....
			22 Magazine or Book, wooden: S. U., in boxes or crates.....	D 1	....
			K. D., flat or folded flat, in boxes or crates.....	2	....
			23 Meat, Butchers': Iron or steel: S. U., loose or in packages.....	1	....
			K. D., in barrels, boxes, bundles or crates.....	R.25	....
			24† Wooden: S. U., loose or in packages.....	1	....
			K. D., in barrels, boxes, bundles or crates.....	R.25	....
			25†		
			26 Parcel (for Passenger Cars), brass or bronze: S. U.. in boxes or crates.....	1	....

R
RACKS:

- 8 Bakers', iron, steel or wood, or iron
or steel and wood combined:
S. U. loose.....
S. U., in boxes or crates.....
S. U., loose or in packages, C. L.

D 1
1½

- 1 Adding or Computing Machines, in
boxes
- 2 ADVERTISING MATTER, PRINTED,
PREPAID, see Notes 1 and 2:
- 3 Almanacs, Catalogs, Circulars, Leaf-
lets, Pamphlets, Sheets or Price
Lists:
In boxes, bundles or crates.....
In packages named, C. L., min. wt.
24,000 lbs.

1
1
1
3

NOTE 1.—Advertising matter named may be shipped with the goods it advertises, at the rating applying on such goods, when in the same package or container with the goods either in L. C. L. or C. L. quantities or in the same car with the goods in carload quantities; provided the amount of advertising matter does not exceed two per cent of the gross weight of the goods and packing, except that when charges are assessed on the minimum carload weight the Advertising Matter may equal two per cent of the minimum carload weight.

The quantity of Advertising Matter allowed may be used to make up the carload minimum weight.

NOTE 2.—The ratings on Advertising Matter will not apply on Stationery, nor on gift articles such as Caps, Fans, Paper Weights, Thermometers, Time Pieces or Toys, which will be subject to the separate ratings applying on such articles.

**4 ALUMINUM AND ALUMINUM ARTI-
CLES**

- 5 Pipe Fittings:
In crates 2
In barrels or boxes..... 2
In packages named, C. L., min. wt.
30,000 lbs. R26

6 BAKERY GOODS:

- 7 Baking or Yeast Powder or Mixtures
for Baking or Yeast Powder:
In glass or earthenware, packed
in barrels or boxes..... 1
In glass or earthenware, packed
in barrels or boxes, C. L., min.
wt. 30,000 lbs. 3
In fibre or metal cans or cartons

- in barrels or boxes..... 3
In bulk in barrels..... 3
In fibre or metal cans or cartons
in barrels or boxes, or in bulk
in barrels, C. L., min. wt.
30,000 lbs. 4
- 8 Beauxite Ore Concentrates:
In bags or barrels..... 4
In packages named or in bulk,
C. L., min. wt. 40,000 lbs.... 6
- 9 COFFEE, see Note:
- NOTE.—The ratings for Coffee in double bags will apply when the inner bag is made of cloth or paper, either separate from the outer bag or pasted to it, if both bags are securely closed at the mouth.
- 10 Green:
In single bags..... R. 26
In double bags, see Note..... R. 26
In packages named, C. L., min.
wt. 30,000 lbs..... 5

11 HEATERS:

- 12 Gardeau or Orehard (Smudge Pots)
sheet iron or sheet steel:
S. U., in boxes or crates..... 1
K. D., in barrels, boxes or crates. 3
S. U. or K. D., loose or in pack-
ages, C. L., min. wt. 24,000
lbs. (subject to Rule 27).... 5

13 STOVES:

- 14 N. O. S.:
Not crated or boxed..... R. 25
Crated or boxed..... 3
Min. wt. 24,000 lbs. (subject to
Rule 27).... 5

15 VEGETABLES:

- 16 Canned or Preserved, including
Canned Corn, Canned Hominy,
Canned Pork and Beans, Canned
Scrapple and Canned Tomatoes,
but not including Dried, Evapo-

Subject to
Uniform Bill of
Lading Conditions.
L. C. L. C. L.

Subject to
Uniform Bill of
Lading Conditions.
L. C. L. C. L.

rated or Pickled Vegetables or Tomato Pulp:		
In earthenware, packed in crates.	1	....
In glass or earthenware, packed in barrels or boxes.....	1	....
In metal cans in crates.....	3	....
In metal cans in barrels or boxes	R. 26	....
In packages named, C. L., min. wt. 36,000 lbs. (see Note).....	5	

NOTE.—Vegetables of one kind, in carloads, will be accepted in metal cans in wooden boxes with lids tied in bundles; Rule 5-C will not apply to such shipments.

1 Sauces, Table, not otherwise indexed by name, including Catsup, prepared Horseradish, prepared Mustard, Pepper Sauce or Salad Dressing:

In glass or earthenware, packed in crates (see Note).....	1	....
In glass or earthenware, packed in barrels or boxes.....	1	....
In metal cans in barrels or boxes	3	....
In bulk in kits or pails.....	2	....
In bulk in barrels.....	3	....
In packages named, C. L., min. wt. 36,000 lbs.....	5	

NOTE.—Ratings will apply only when in glass or earthenware containers exceeding one quart but not exceeding one gallon capacity enclosed in individual corrugated straw-

board boxes with inner and outer flaps meeting or overlapping and meeting the requirements of Rule 2 (B), Sections 3 (a) and (b); when not exceeding six gallons are enclosed in a wooden crate with solid bottoms, with apertures not exceeding 3 inches wide on top, ends and sides.

2 Pickles, not otherwise indexed by name, see Note:

NOTE.—Ratings apply on Fruits, Nuts or Vegetables, pickled in brine or vinegar, not otherwise indexed by name:

In glass or earthenware, packed in barrels or boxes.....	1	....
In metal cans in barrels or boxes	3	....
In bulk in pails.....	2	....
In bulk in kits.....	2	....
In bulk in barrels.....	3	....
In packages named, C. L., min. wt. 36,000 lbs.....	5	
In tank cars, C. L., min. wt. 40,000 lbs.....	5	

3 WOOL.

Wool, not otherwise indexed by name:

In the grease:		
In bags	1	....
In bales not machine pressed.	1	....
In machine pressed bales.....	2	....
In packages named, C. L., min. wt. 16,000 lbs. (subject to Rule 27)	3	

WESTERN CLASSIFICATION RATINGS

Item	L. C. L.	C. L.	Item	L. C. L.	C. L.
1 CEREALS AND CEREAL PRODUCTS:			feet in length nor 7½ feet in breadth, L. C. L.....	D1	....
2 Bran or Shorts:			Packed in boxes exceeding 15 feet in length or 7½ feet in breadth, L. C. L.....	2½t1	....
In bags, L. C. L.....	4	....	In packages named, straight or mixed C. L., min. wt. 24,000 lbs., subject to Rule 6-B.....	3	
In bags or in bulk, C. L., min. wt. 30,000 lbs.....	B				
3 COFFEE:					
NOTE.—The ratings for Coffee in double bags will apply when the inner bag is made of cloth or paper, either separate from the outer bag or pasted to it, if both bags are securely closed at the mouth					
4 Green:					
In single bags, L. C. L.....	3	....	Packed in boxes 120 united inches or under, L. C. L.....	1	....
In double bags, see Note, L. C. L	4	....	Packed in boxes 120 united inches or under, straight or mixed C. L., min. wt. 30,000 lbs.	4	
In packages named, C. L., min. wt. 30,000 lbs.....	5		Packed in boxes exceeding 120 united inches but not exceeding 15 feet in length nor 7½ feet in breadth, L. C. L.....	1	....
5 GLASS, see Notes 1 and 2:			Packed in boxes exceeding 120 united inches but not exceeding 15 feet in length nor 7½ feet in breadth, straight or mixed C. L., min. wt. 30,000 lbs.	4	
NOTE 1.—Shipments must be so packed and so loaded that Glass rests on full flat edge.			Packed in boxes exceeding 15 feet in length or 7½ feet in length or 7½ feet in		
NOTE 2.—The term "united inches" means the sum of the two greatest dimensions (length and breadth) of package.					
NOTE 3.—Shippers will be required to load and unload shipments of Plate and Looking Glass requiring flat or gondola cars.					
6 Plate, Polished Prism or Polished Wired, including strips of Plate Glass, not framed nor leaded:					
7 Bent:					
Packed in boxes not exceeding 15					

WESTERN CLASSIFICATION RATINGS

Item	L. C. L.	C. L.	L. C. L.	C. L.
1 ASPHALT (ASPHALTUM), Natural or By-Product:			In glass or earthenware, packed in barrels or boxes, L. C. L.....	2
2 Liquid, other than Paint, Stain or Varnish:			In glass or earthenware, packed in barrels or boxes, C. L., min. wt. 36,000 lbs.	4
In barrels, L. C. L.....	4	....	In metal cans in barrels or boxes, L. C. L.....	....
In barrels, C. L., min. wt. 30,000 lbs.	D		In bulk in barrels, L. C. L.	2
In tank cars, C. L., actual weight, subject to Rule 32	D		In metal cans in barrels or boxes, or in bulk in barrels, C. L., min. wt. 36,000 lbs.	4
3 Solid:			(In glass or earthenware, packed in barrels or boxes, and in metal cans in barrels or boxes, or in bulk in barrels, C. L., min. wt. 36,000 lbs.	4
In bags, L. C. L.....	2	....	13 MOSS:	
In metal cans in crates, L. C. L.....	4	....	14 Iceland:	
In barrels, with or without heads, L. C. L.....	4	....	In barrels or boxes.....	1
In packages or in bulk, C. L., min. wt. 40,000 lbs.....	D		15 Peat or Sphagnum:	
In tank cars, C. L., actual weight, subject to Rule 32	D		In bags, barrels or boxes, L. C. L.....	1
NOTE.—Asphalt, liquid or solid, not unloaded and returned in original tank to original shipping point, one-half 4th class rate applicable in the direction of the movement of the returned shipment and actual weight, the total charge not to exceed one-half the charge based on carload rate and minimum weight.			In bales, L. C. L.....	2
4 Liquid, other than Paint, Stain or Varnish, and Solid, in packages named for L. C. L. shipments, mixed C. L., min. wt. 40,000 lbs.	D		In packages named, straight or mixed, C. L., min. wt. 24,000 lbs., subject to Rule 6-B	5
5 COTTON:			16 Moss, not otherwise indexed by name:	
6 Batting:			In bags	1
In boxes	1	....	In machine pressed bales, L. C. L.....	2
In bales	1	....	In machine pressed bales, C. L., min. wt. 20,000 lbs., subject to Rule 6-B.....	5
7 SHADES, With or Without Fixtures:			17 Silo Material, consisting of Staves or Lumber cut to length, tongued and grooved, Silo Doors or Frames:	
8 Porch:			In boxes, bundles or crates, L. C. L.....	3
Bamboo:			Loose or in packages, straight or mixed, C. L., or in mixed C. L., with Silo Hoops, Shoes, Bands and Lugs, see Note, C. L., min. wt. 30,000 lbs.	D
In bundles, wrapped with cloth or matting, L. C. L.	1	....	NOTE.—Silo Hoops, Shoes, Bands and Lugs shall not exceed 20 percent of the entire weight of the shipment.	
In boxes or crates, L. C. L.	1	....	
In packages named, C. L., min. wt. 20,000 lbs., subject to Rule 6-B.....	3			
9 FENCE MATERIAL:				
10 Fencing:				
Wire, welded or woven:				
In rolls, L. C. L.....	3	....	
In rolls, C. L., min. wt. 30,000 lbs.	5			
11 FORMALDEHYDE:				
12 Liquid:				
In carboys, L. C. L.....	D1	....	
In carboys, C. L., min. wt. 24,000 lbs., subject to Rule 6-B	3			

Item	L. C. L.	C. L.	Item	L. C. L.	C. L.
1 ACIDS:			7 BEET PULP:		
2 Lactic:			8 Dry:		
In carboys, L. C. L.....	D1	....	In bags or barrels, L. C. L....	4	....
In carboys, C. L., min. wt. 24,-			In packages or in bulk, C. L.,		
000 lbs., subject to Rule 6-B.....	3		min. wt. 30,000 lbs.....	....	C
In barrels, L. C. L.....	2	....		
In barrels, C. L., min. wt. 30,000					
lbs.	4				
In tank cars, C. L., actual wt.,					
subject to Rule 32.....	4				
3 AGRICULTURAL IMPLEMENTS, HAND:			9 Wet:		
4 Cultivators, Drills, Fertilizer Distributors, Hoes, Mulchers, Plows, Rakes, Seeders or Weeders, separate or combined, wheeled:			In bags or barrels, L. C. L....	4	....
S. U., loose, L. C. L.....	D1	....	In packages or in bulk, C. L.,		
S. U., in boxes or crates,			min. wt. 36,000 lbs. ....	....	E
L. C. L.	1½	....		
K. D., handles, in bundles, other parts in boxes or crates, L. C. L.	2	....		
K. D., flat, in bundles, L. C. L.	1	....		
K. D., in boxes or crates, L. C. L.	2	....		
S. U. or K. D., loose or in packages, C. L., min. wt. 24,000 lbs.	3				
5 AGRICULTURAL IMPLEMENTS, OTHER THAN HAND:			10 Beet Slops (Beet Sugar Final Molasses Residuum):		
6 Agricultural Implements, other Hand, and Agricultural Implement Parts, taking Class A, min. wt. 24,000 lbs., loose or in packages as provided for straight carload shipments, mixed carloads, or in mixed carloads with following Agricultural Implement Parts, loose or in packages, as provided for straight carload shipments, subject to Rule 21-B; Band Cutters and Self Feeders combined, Check Rower Wire, Cutter Bars, Knife Guards with or without Guard Plates; Knife Sections for Harvesters, Mowers or Reapers; Knives for Band Cutters and Self Feeders; Rasps for Clover Hullers; Seats with or without Seat Springs; Apron, Draper, Hay Sling or Reel Slats or Sticks; Spikes (Teeth) for Clover Hullers or Threshers, Horse Power Sweeps or Levers, min. wt. 24,000 lbs.	A		In barrels, L. C. L.....	4	....
			In barrels, C. L., min. wt. 36,000		
			lbs. ....	....	C
			In tank cars, C. L., actual wt.,		
			subject to Rule 32.....	....	C
			11 Brooms, wire, in boxes.....	1	....
			12 Brooms, other than wire:		
			In bundles, L. C. L.....	1	....
			In boxes or crates, L. C. L....	1	....
			In packages named, C. L., min. wt. 12,000 lbs., subject to Rule 6-B	2	
			13 CANNED GOODS:		
			14 Vegetables, not otherwise indexed by name, including Pimientos (Canned Peppers), Baked Beans and Pork, Canned Hominy and Canned Corn:		
			In metal cans in boxes, L. C. L.	4✓	....
			In glass or earthenware, packed in barrels or boxes, L. C. L....	4✓	....
			In packages named, or in metal cans in crates, straight or mixed, C. L., min. wt. 36,000		
			lbs.	5	
			NOTE —Canned Sauer Kraut may be included with Canned Vegetables, not otherwise indexed by name, including Pimientos (Canned Peppers), Baked Beans and Pork, Canned Hominy and Canned Corn, in mixed C. L. at 5th Class, min. wt. 36,000 lbs.		
			15 Pickles (Kraut, Kraut Brine, Dill Weed, Cucumber, Tomato, Cauliflower and Onion):		
			In metal cans in barrels or boxes, or in bulk in barrels or kits	4	
			In metal cans in crates.....	3	5
			In glass or earthenware, packed in barrels or boxes.....	4	min.
			In pails or tubs.....	2	wt.
					36,000
					lbs.
			16 Table Sauces, including Catsup, Horseradish, prepared, Mustard, prepared, Pepper Sauce and Salad Dressing:		
			In glass or earthenware, packed in barrels or boxes	3	
			In metal cans, in barrels or		

Item	L. C. L.	C. L.	Item	L. C. L.	C. L.
boxes	3✓		In glass or earthenware, packed in barrels or boxes and in pails, in fibre or metal cans or cartons in barrels or boxes or in bulk in barrels, C. L., min. wt. 30,000 lbs.....		
In metal cans, in crates.....	2				
In earthenware, packed in crates	2	5			
In bulk in barrels.....	3✓	min.			
17 Mustard, prepared, in pails.....	3✓	wt.			
18 Olives, in glass or earthenware, packed in barrels or boxes, in metal cans, in barrels or boxes, or in bulk in barrels.....	3	36,000 lbs.	23 Liquid and other than Liquid, in glass or earthenware, packed in barrels or boxes, mixed, C. L., min. wt. 30,000 lbs.....		5
19 CLOTHING:	3		24 Liquid and other than Liquid, not in glass or earthenware, in packages named for L. C. L. shipments, mixed C. L., min. wt. 30,000 lbs.		5
Overalls and Jumpers, unlined, made of cotton duck, drill, denim or gingham: In compressed burlapped bales.	1	....	25 Liquid and other than Liquid, in glass or earthenware, packed in barrels or boxes, and in other packages named for L. C. L. shipments, mixed C. L., min. wt. 30,000 lbs.		5
In boxes	1	....	26 EGGS, not otherwise indexed by name (Exception to Rule 42): In metal cans hermetically sealed and packed in barrels or boxes, L. C. L.....	2	....
20 Disinfectants, other than medi- cinal, not otherwise indexed by name:			In barrels or boxes, prepaid, L. C. L.	2✓	....
21 Liquid:			In standard egg cases (boxes), L. C. L.	2	....
In carboys, L. C. L.....	D1	....	In packages named, C. L., min. wt. 20,000 lbs.		3
In carboys, C. L., min. wt. 24,000 lbs., subject to Rule 6-B		3			
In glass or earthenware, packed in barrels or boxes, L. C. L..	3	....		
In glass or earthenware, packed in barre's or boxes, C. L., min. wt. 30,000 lbs.....		5			
In metal cans completely jacked- eted, L. C. L.....	3	....		
In metal cans, in barreis or boxes, L. C. L.....	3	....		
In bulk, in barrels, L. C. L....	3	....		
In metal cans completely jacked- eted, in metal cans, in barrels or boxes, or in bulk, in bar- rels, C. L., min. wt. 30,000 lbs.		5			
In glass or earthenware, packed in barrels or boxes, and in metal cans completely jacked- eted, in metal cans in barrels or boxes, or in bulk in bar- rels, C. L., min. wt. 30,000 lbs.		5			
22 Other Than Liquid:					
In glass or earthenware, packed in barrels or boxes, L. C. L..	3	....		
In glass or earthenware, packed in barrels or boxes, C. L., min. wt. 30,000 lbs.		5			
In pails, L. C. L.....	3	....		
In fibre or metal cans or car- tons, in barrels or boxes, L. C. L.	3	....		
In bulk, in barrels or boxes, L. C. L.	3	....		
In pails, in fibre or metal cans or cartons in barrels or boxes or in bulk in barrels C. L., min. wt. 30,000 lbs.....		5			

Item	L. C. L.	C. L.	Item	L. C. L.	C. L.
iron, wire or wooden straps on the sides and bottom at each end, such straps to be securely fastened to the case with staples or nails.			shipments, will be taken at the highest rating provided for carload quantities of any article in the shipment, C. L., min. wt. 30,000 lbs.		
Shippers must certify on the face of the shipping ticket and bill of lading that the shipment is packed in "Standard Cases (boxes) and in accordance with the Requirements of the Classification."			33 Fruits, Canned or Preserved (in juice or syrup, or in liquid other than brine or alcoholic liquor), Fruit Butter, Crushed Fruit, Fruit Jam, Fruit Jelly or Fruit Pulp; Vegetables, canned, not otherwise indexed by name, Pimientos (Canned Peppers), Baked Beans and Pork, Canned Corn, Canned Hominy, Canned Sauer-kraut, Meats and Sausage, canned, Meats, potted and pickled, Chili Con Carne, Chicken Tamales; Macaroni, Spaghetti or Vermicelli, prepared, with or without Cheese, Meat or Vegetables; Corned Beef, Dried or Smoked Meats, Corned Beef Hash, Canned Meats with Vegetable ingredients; Soups, Broths or Chowders, in packages as provided for straight C. L. shipments, mixed C. L., min. wt. 36,000 lbs.		
Unless the foregoing requirements are complied with the shipment will be charged one class higher (greater).					
Eggs in Standard Egg Cases (boxes) containing 30 dozen or less will be received and charged for transportation at an estimated weight of 53 lbs. per case (box); cases (boxes) containing 36 dozen at an estimated weight of 65 lbs. per case (box); any excess number of eggs above 36 dozen to be rated at 2 lbs. for each additional dozen.					
Eggs packed in heavy boxes, or No. 1 cases (boxes), containing 30 dozen or less, will be received and charged for transportation at an estimated weight of 60 lbs. per case (box). Any excess number of eggs above 30 dozen to be charged at 2 lbs. for each additional dozen.					
Eggs in Pulpboard Cushion Carton Fillers, packed in Standard Egg Cases (boxes), will be accepted for shipment at the same rates and estimated weight as when packed with ordinary fillers.					
27 FRUIT, FRESH:					
28 Apples:					
In bags, L. C. L.	1	....		
In barrels, with cloth tops, L. C. L.	1	....		
In baskets with solid or slatted wooden tops, L. C. L.	2	....		
In crates, L. C. L.	3	....		
In boxes, L. C. L.	3	....		
In barrels, L. C. L.	3	....		
In packages or in bulk, C. L., min. wt. 24,000 lbs.	5	....		
29 FRUIT, OTHER THAN DRIED, EVAPORATED OR FRESH:					
30 Canned or Preserved (in juice or syrup, or in liquid other than brine or alcoholic liquor), Fruit Butter, Crushed Fruit, Fruit Jam, Fruit Jelly or Fruit Pulp:					
In earthenware, packed in crates, L. C. L.	3	....		
In glass or earthenware, packed in barrels or boxes, L. C. L.	4	....		
In kits, pails or tubs, L. C. L.	2	....		
In kits, pails or tubs in crates, L. C. L.	4	....		
In metal cans in crates, L. C. L.	3	....		
In bulk in barrels, L. C. L.	4	....		
In metal cans in barrels or boxes, L. C. L.	4	....		
In packages named, straight or mixed C. L., min. wt. 36,000 lbs.	5	....		
31 FRUIT, DRIED OR EVAPORATED, OTHER THAN CANDIED, CRYSTALLIZED, GLACED OR STUFFED:					
Mixed carloads of two or more kinds of Fruit, Dried or Evaporated, other than Candied, Crystallized, Glaced or Stuffed, in packages named for L. C. L.					
shipments, will be taken at the highest rating provided for carload quantities of any article in the shipment, C. L., min. wt. 30,000 lbs.					
33 Fruits, Canned or Preserved (in juice or syrup, or in liquid other than brine or alcoholic liquor), Fruit Butter, Crushed Fruit, Fruit Jam, Fruit Jelly or Fruit Pulp; Vegetables, canned, not otherwise indexed by name, Pimientos (Canned Peppers), Baked Beans and Pork, Canned Corn, Canned Hominy, Canned Sauer-kraut, Meats and Sausage, canned, Meats, potted and pickled, Chili Con Carne, Chicken Tamales; Macaroni, Spaghetti or Vermicelli, prepared, with or without Cheese, Meat or Vegetables; Corned Beef, Dried or Smoked Meats, Corned Beef Hash, Canned Meats with Vegetable ingredients; Soups, Broths or Chowders, in packages as provided for straight C. L. shipments, mixed C. L., min. wt. 36,000 lbs.					
34 FURNITURE, NEW, OR SECOND-HAND FURNITURE, forwarded for sale or speculation, C. L.:					
NOTE—Glass, Looking Glass or Mirrors, framed or unframed, packed in boxes, and Marble, Slate or Stone Slabs, in boxes or in crates with apertures not exceeding four (4) inches in width, when shipped with Furniture and forming an integral part thereof, will be rated the same as the article of which they are a part.					
35 Bank, Store, Saloon and Office Furniture, consisting of:					
Arm Rails; Back Bar Mirrors; Bottle Cases; Chairs; Counters; Counter Fittings; Desks; Foot Rails; Metal Brackets for Arm and Foot Rails; Refrigerators; Tables and Work Boards, Loose or in packages, straight or mixed C. L., min. wt. 12,000 lbs., subject to Rule 6-B....					
NOTE 1—Door, Window and Bar Screens, Partitions, Prescription Cases, Patent Medicine Cases, Show Cases, see Note 2, Wall Cases, Garment Holder Cabinets, Wainscoting and Office Railing may be shipped with Bank, Store, Saloon or Office Furniture in mixed C. L., at 3rd Class, min. wt. 12,000 lbs., subject to Rule 6-B.					
NOTE 2—Show Cases must not exceed in lineal feet the length of wall space as indicated by Garment Holder Cabinet, Shelving and Wall Case Bases.					
36 Gloves or Mittens, cotton cloth:					
In machine pressed burlapped bales	1½	....		
In boxes	1	....		

Item	L. C. L.	C. L.	Item	L. C. L.	C. L.
37 HIDES, PELTS OR SKINS, NOT DRESSED NOR TANNED:			45 Household Goods (Consisting of second-hand articles of Household Furniture, and Personal Effects only), NOT FOR SALE OR SPECULATION, prepaid:		
38 Cattle or Horse:			In lift vans, C. L., min wt. 24,-		
39 Dry:			000 lbs.	A	
Loose, L. C. L.	1½	....	NOTE—Prepayment of Freight charges will not be required on carload shipments of Household Goods in Lift Vans.		
In bundles or bales, not machine pressed, L. C. L.	1	....	Actual value of each article not to exceed \$10.00 per 100 lbs., or the proportionate amount thereof, if weight is less than 100 lbs., subject to Rule 2:		
Loose or in bundles or bales not machine pressed, straight or mixed C. L., min. wt. 12,000 lbs., subject to Rule 6-B	2	....	L. C. L.	1	....
In machine pressed bales, L. C. L.	2	....	C. L., min wt. 20,000 lbs....	B	
In machine pressed bales, straight or mixed C. L., min. wt. 20,000 lbs., subject to Rule 6-B	3	....	Actual value exceeding \$10.00 per 100 lbs., subject to Rule 2:		
40 Green or Green Salted:			L. C. L.	1½	....
In barrels, boxes or bundles, L. C. L.	3	....	C. L., min. wt. 20,000 lbs....	A	
In packages named, straight or mixed C. L., min. wt. 36,000 lbs.	5	....	46 Emigrants' Movables, NOT FOR SALE OR SPECULATION, prepaid, see Note:		
41 Raw Splits (Flesh Side of Split Hides):			NOTE—The term "Emigrants' Movables" will apply to property of an intending settler only and will include Tools and Implements of Calling, including Hand and Foot Power Machines, but not including Machinery driven by Steam, Electricity, Gas, Gasoline, Compressed Air or Water, other than Agricultural Implements; Second-Hand Store Fixtures of merchants; Second-Hand Vehicles, not including Self-propelling Vehicles, Hearse and similar Vehicles; Live Stock; Poultry; Trees and Shrubbery; Lumber and Shingles; Fence Posts; one Portable House, K. D.: Seeds for planting purposes; Feed for Live Stock while in transit, and Household Goods, not to exceed two Pianos; but does not include General Merchandise, Acids, Drugs, Explosives, Matches, Paints or Inflammable Oils, nor any articles, whether herein enumerated or not, which are intended for sale or speculation.		
In bags, bales or bundles, L. C. L.	3	....	The number of Live Stock to a car of Emigrants' Movables will be limited to ten. Agents will issue the usual form of Live Stock Contracts; transportation of man in charge will be governed by current rules of the companies adopting this Classification, but no passes will be given for man in charge of shipments unless the car contains Horses, Mules, Cattle, Calves, Sheep or Hogs.		
In barrels, L. C. L.	3	....	Actual value of each article not to exceed \$10.00 per 100 lbs., or the proportionate amount thereof, if weight is less than 100 lbs., subject to Rule 2, C. L., min. wt. 20,000 lbs....	B	
In packages named, C. L., min. wt. 36,000 lbs.	5	....	Actual value exceeding \$10.00 per 100 lbs., subject to Rule 2, C. L., min. wt. 20,000 lbs....	A	
42 Cattle, Hog, Horse, Goat or Sheep, green or green salted, in packages as specified for L. C. L. shipments, mixed C. L., min. wt. 36,000 lbs.	5	....	47 ICE, See Note:		
43 Cattle, Horse, Goat or Sheep, Green or Green Salted, in barrels, boxes or bundles, and Bones, Cracklings, Hoofs, Horns; Grease, subject to Rule 21-B; Tails or Tallow, in mixed C. L., min. wt. 36,000 lbs.	5	....	Packed in chaff, hay, sawdust or similar packing material, in bags, barrels or boxes, prepaid, L. C. L.	1	....
44 HOUSEHOLD GOODS, See Note, AND EMIGRANTS' MOVABLES:			Loose or in packages, C. L., min. wt. 40,000 lbs.	E	
NOTE—Shipments of Household Goods will not include Bicycles, Acids, Drugs, Explosives, Matches, Paints, Inflammable Oils, Liquors, Provisions, Vehicles, except Children's Vehicles, or to exceed two Pianos.			NOTE—Not to exceed 2,000 lbs. of chaff, hay, straw, shavings, sawdust or similar packing material will be carried free with each car of ice, as a preservative.		
Shipments of Household Goods, not Furniture, must be packed; Chests nailed or strapped; Bedding in bales, boxes or crates; Sewing Machines, in boxes or crates; Clothing, Musical Instruments and Books, in barrels or boxes; Stoves and Ranges in boxes or crates. Less than carload shipments of Trunks filled with Household Goods must not be accepted unless packed in wooden boxes or crates. Trunks or other packages containing Watches, Jeweiry, Gold or Silver Coin, articles manufactured from precious metals, Drafts, Bank Bills, Notes, Deeds, or Valuable Papers of any kind NOT TAKEN.					

Item	L. C. L.	C. L.	Item	L. C. L.	C. L.
48 IRON AND STEEL, AND ARTICLES OF, See Note:			In coops or crates, or in poultry cars, straight or mixed C. L., min. wt. 18,000 lbs., subject to Rule 6-B	2	
NOTE—Excess shipments of Iron and Steel articles, the full carload of which is loaded on open car, may also be carried on open or in box cars at the carload rate and actual weight subject to all other requirements of Rule 24, and when articles in carload quantities classified under the heading of Iron and Steel, on account of length, require two or more cars to transport them, the minimum charge for each series or lot, not to exceed 3 cars in any one lot or series, shall be as follows: For two cars, the minimum weight shall be 45,000 lbs., for three cars, 60,000 lbs., actual weight to be charged for when the aggregate actual weight exceeds the specified minimum weights, at the carload rate.			NOTE 1—Carload shipments must be accompanied by caretakers. Rules governing the transportation of caretakers will be found in carriers' tariffs.		
49 Scrap, See Note:			NOTE 2—Feed and water may be loaded in the same car, but no weight allowance shall be made therefor.		
Loose, each piece weighing 100 lbs. or over, L. C. L.....	4	....	NOTE 3—Ratings provided do not obligate the carriers to furnish special poultry cars, and do not include the rental charge for special poultry cars; the rental charge for such cars will be found in carriers' tariffs.		
In barrels with cloth tops, L. C. L.....	4	....	NOTE 4—Shipments will not be received for transportation when consigned "To Order" or "Notify."		
In barrels or boxes, L. C. L... Loose or in packages, C. L., min. wt. 50,000 lbs.	4	....	59 VEGETABLES:		
NOTE—Ratings apply on scraps or pieces of iron or steel having value for re-melting purposes only.	D		60 Fresh or Green:		
50 PACKING HOUSE PRODUCTS:			61 Potatoes, other than Sweet:		
51 Beef, including Horse Meat:			In baskets with solid or slatted wooden tops, L. C. L.....	2	....
52 Dried:			In barrels with cloth tops, L. C. L.....	3	....
Loose, L. C. L.	1	....	In bags, barrels, boxes or crates, L. C. L.....	3	....
In bags, L. C. L.	2	....	In packages named, or in bulk, C. L., min. wt. 30,000 lbs.....	C	
In barrels, boxes or crates, L. C. L.	4	....	62 VEHICLE PARTS, OTHER THAN SELF-PROPELLING VEHICLE:		
In packages ramed or in bulk, straight or mixed C. L., min. wt. 30,000 lbs.	5		63 Wheels:		
53 Fresh, prepaid:			64 Horse drawn Vehicle:		
L. C. L.	1	....	65 Wooden:		
C. L., min. wt. 20,000 lbs.	3		66 Finished:		
54 Pickled:			Passenger Vehicle or Spring Delivery Cart or Wagon:		
L. C. L.	4	....	Hub to Hub, in boxes or crates, L. C. L.	1½	....
C. L., min. wt. 30,000 lbs.	5		Other than hub to hub, in boxes or crates, L. C. L.	1½	....
55 Dressed Beef and other Packing House Products, mixed C. L., min. wt. 26,000 lbs.	3		In packages named, straight or mixed C. L., min. wt. 10,000 lbs., subject to Rule 6-B....	2	
56 PAPER:			68 WOOL:		
57 Scrap or Waste, including Scrap or Waste Fibre-board, Pulp-board or Strawboard:			69 Wool, not otherwise indexed by name:		
In barrels or crates, L. C. L... In bags, or in bales not machine pressed, L. C. L.....	2	....	70 In the grease:		
In bundles, securely tied, L. C. L., see Note.....	2	....	In bags, L. C. L.....	2	....
In machine pressed bales, L. C. L.....	3	....	In bales, not machine pressed, L. C. L.	2	....
In packages named, straight or mixed C. L., min. wt. 24,000 lbs., subject to Rule 6-B....	C		In machine pressed bales, L. C. L.	2	....
NOTE—Ratings will apply only on old directories, magazines or pamphlets or on old newspapers folded flat.			In packages named, C. L., min. wt. 24,000 lbs., subject to Rule 6-B	4	
58 POULTRY OR PIGEONS, LIVE, See Notes:					
In coops or crates, prepaid, L. C. L.	D1	....		

SOUTHERN CLASSIFICATION RATINGS

Index No.	Class	Index No.	Class
1 Agricultural Implements, Hand and Other Than Hand:		20 Melons:	
2 Mixed carloads of two or more kinds of Agricultural Implements, hand and other than hand, loose or in packages as provided for straight carload shipments, carload minimum weight highest provided in any article in the shipment....	6	Cantaloupe or Muskmelons prepaid: In barrels with cloth or slatted wooden tops, L. C. L.....	3
3 Agricultural Implement Parts, and Agricultural Implements, Hand and Other than Hand:		In baskets with solid or slatted wooden tops, L. C. L.....	2
4 Mixed carloads of two or more kinds of Agricultural Implements, parts, and Agricultural Implements, hand or other than hand, loose or in packages, as provided for straight C. L. shipments, carload minimum weight highest provided for any article in the shipment.....	6	In barrels, boxes or crates, L. C. L... In packages named, straight or mixed, C. L., min. wt. 24,000 lbs.....	3 6
5 BLOCKS:		21 Citron or Watermelons, prepaid: In barrels with cloth or slatted wooden tops, L. C. L.....	3
6 Building, Cement, Concrete or Gypsum, L. C. L	6	In baskets with solid or slatted wooden tops, L. C. L.....	2
7 BRICK:		In barrels, boxes or crates, L. C. L... Loose or in packages, straight or mixed. C. L., min. wt. 24,000 lbs...	3 6
8 Building, Common or Pressed, Fire or Paving, not otherwise indexed by name: Loose, L. C. L.....	4	22 Melons, Not Otherwise Indicated by Name, prepaid: In barrels with cloth or slatted wooden tops, L. C. L.....	3
In barrels, boxes or crates, with or without tops, L. C. L.....	6	In baskets with solid or slatted wooden tops, L. C. L.....	2
Loose or in packages, C. L., min. wt. 40,000 lbs.	A	In barrels, boxes or crates, L. C. L... In packages named, straight or mixed, C. L., min. wt. 24,000 lbs.....	3 6
9 CLAY:		23 IRON AND STEEL ARTICLES:	
10 Burnishing, packed	4	24 Sash Weights, packed or not packed, L. C. L	€
11 Fire:		25 LIME (CALCIUM):	
12 Crude: In bags, barrels or boxes, L. C. L....	6	26 Common, Hydrated, Quick or Slaked: In bags, L. C. L.....	6
In packages or in bulk, C. L., min. wt. 40,000 lbs.; Fire Brick rates.		In paper-lined bags, L. C. L.....	6
13. Ground: In bags, barrels or boxes, L. C. L....	6	In barrels, L. C. L.....	6
In packages or in bulk, C. L., min. wt. 40,000 lbs.; Fire Brick rates.		In packages or in bulk, straight or mixed, C. L., min. wt. 30,000 lbs....	A
14 Crude or Ground, in packages or in bulk, in mixed C. L. with Fire Brick, min. wt. 40,000 lbs.; Fire Brick rates.		27 TOBACCO:	
15 Plastic or Modeling, in bags, barrels or boxes	2	28 Manufactured:	
16 Tamping, in boxes	3	29 Plug or Twist: In measures or pails, loose.....	2
17 Clay, not otherwise indexed by name: Crude: In bags, barrels or boxes, L. C. L....	5	In boxes, loose	3
In packages or in bulk, C. L., min. wt. 40,000 lbs.....	A	In boxes, measures or pails, in crates or two or more strapped together..	3
18 Ground: In bags, barrels or boxes, L. C. L....	5	30 Cut or Granulated: 31 Chewing, Fine Cut, in boxes or pails... Smoking, see Note:	1
In packages or in bulk, C. L., min. wt. 40,000 lbs.	A	NOTE.—Rating for Smoking Tobacco will also apply on cut or granulated Tobacco, other than Fine Cut Chewing, which may be used for chewing as well as smoking. In bales	1
19 FRUIT, FRESH:		In barrels or boxes.....	1

SOUTHERN CLASSIFICATION RATINGS

Index No.	Class	Index No.	Class
34 Leaf:			
In cartons in boxes.....	1		min. wt. 20,000 lbs..... 4
In bags, bales, bundles or crates, L.			In bulk in barrels, boxes or hogsheads 4
C. L.	3	35 Siftings or Sweepings:	
In bags, bales, bundles or crates, C. L.,		In bags	3
		In bulk in barrels, boxes or hogsheads	4

EXCEPTIONS TO SOUTHERN CLASSIFICATION.

NOTE.—The following exceptions, which are designated by numbers in the Southern Classification Schedule, will only apply when freight tariffs authorize their use by specific reference to them by "Note Number," and take precedence over the ratings provided in the Classification proper. Except where otherwise specifically provided in the exceptions to the classification, and supplements thereto, the carload minimum weight specified in the classification proper and supplements thereto will apply.

Rates on articles embraced in classes other than classes 1st to F, inclusive, in the following Exceptions to the Classification, apply only in connection with tariffs which contain rates on such classes. Where rates on such classes are not provided for in tariffs governed by Exceptions to the Classification, the Classification proper applies.

NOTE 45.

Index No.	Article	Class	Index No.	Article	Class
1 AGRICULTURAL IMPLEMENTS:			5 LIME:		
Agricultural Implements, as per Southern Classification, C. L.....	L		Lime, common, hydrated, quick or slaked, in packages or in bulk, straight or mixed, C. L.....	N	
2 BLOCKS:			6 MELONS:		
Blocks, building or paving, cement, concrete or gypsum, C. L.....	N		Watermelons, freight guaranteed (when shipped "To Order" or "Order Notify" shipments must be prepaid), C. L....	L	
3 BRICK:			7 SASH:		
Brick, building (common or pressed); chimney, radial; fire; vitrified paving; C. L.; minimum weight 50,000 lbs....	N		Sash Weights, packed, or not packed, L. C. L.	I	
4 CLAY:			8 TOBACCO:		
Clay (not earth or metallic paints), in bags or barrels, C. L.....	N		Tobacco, unmanufactured, in casks or hogsheads	6	

H	Class (subject to Rule 1.)	H	Class (subject to Rule 1.)
Hominy Flake; same as Oatmeal.		29 Hops:	
HONEY:		In boxes.....	1
Comb, in section frames:		In machine pressed bales.....	2
In boxes	1	30 Hoppers, Coal, Concrete or Ore, iron or steel:	
In wooden boxes with glass fronts, packed in crates.....	D1	S. U.:	
Comb or Strained:		Handles and legs attached, loose or in packages, L. C. L.	2
In glass or earthenware, packed in barrels or boxes.....	1	Handles and legs detached, loose or in packages, L. C. L.	3
In metal cans completely jacketed.....	1	Loose or in packages, C. L., min. wt. 24,000 lbs., subject to Rule 24, Sec. 2.....	5
In metal cans in boxes.....	2		
In bulk in barrels.....	4	32 K. D.:	
Granulated, in boxes.....	3	Other than flat, loose or in packages, L. C. L.	3
Hoof Dressing or Ointment:		Flat, loose or in packages, L. C. L.	4
In glass or earthenware, packed in barrels or boxes.....	1	Loose or in packages, C. L., min. wt. 30,000 lbs.....	6
In metal cans in barrels or boxes.....	2	33 Horn:	
In bulk in barrels.....	3	Plates or Strips, in barrels or boxes.....	3
Hoof Stuffing, earthen, not compounded:			
In cartons in barrels or boxes.....	2		

EXCEPTIONS TO OFFICIAL CLASSIFICATION GENERAL APPLICATION OF TARIFF

IMPORTANT—Whenever, in this publication, a territorial application is given as being "Between all points on.....R. R." or "Between all points within the state (or states) ofit is understood that such application is governed by and restricted to the provisions of the general application shown in tariff.

TERRITORY A

Items herein shown as being applicable in "Territory A" will apply:
Section No. 1. (See Exceptions, Part 1, Section No. 2).

FROM

TO

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

Points in Michigan, Minnesota, Ontario and Wisconsin, as named in Freight Tariff No. 12-B, I. C. C. No. 291, C. R. C. No. 245, M. R. C. No. 49, R. C. O. No. 241, Freight Tariff No. 165, I. C. C. No. 384 (E. B. Boyd's I. C. C. No. A-379), R. C. O. No. 329, M. R. C. No. 75, issued by Eugene Morris, Agent, Supplements thereto and reissues thereof, also to Fort William, Port Arthur and Westfort, Ont.

Points in Michigan, Minnesota, Ontario and Wisconsin, as named in Freight Tariff No. 12-B, I. C. C. No. 291, C. R. C. No. 245, M. R. C. No. 49, R. C. O. No. 241, Freight Tariff No. 165, I. C. C. No. 384 (E. B. Boyd's I. C. C. No. A-379), R. C. O. No. 329, M. R. C. No. 75, issued by Eugene Morris, Agent, supplements thereto and reissues thereof; also from Fort William, Port Arthur and Westfort, Ont.

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

Between points in Upper Peninsula of Michigan on traffic **destined** to points in the States of Indiana, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania and West Virginia, located in Central Freight Association Territory (described in Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent), in connection with tariffs subject to the Official Classification, and which make specific reference to this issue or subsequent issues thereof.

Between points in Upper Peninsula of Michigan on traffic **originating** at points in the States of Indiana, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania and West Virginia, located in Central Freight Association Territory (described by Territorial Directory No. 3-B—, I. C. C. No. 526, Eugene Morris, Agent), in connection with tariffs subject to the Official Classification, and which make specific reference to this issue or subsequent issues thereof.

SECTION NO. 2 (See Exceptions, Part 1).

All points in United States in Territory A, except as otherwise noted, and except from

All points in Ontario, taking Belle River, Comber, Ont.; Buffalo, N. Y.; Forest, Ham-

THE TRAFFIC MANUAL

FROM

TO

the following:

N. Y. Cent. R. R. (Line Buffalo, N. Y., Clearfield, Pa., and West, formerly D. A. V. & P. R. R. and L. S. & M. S. Ry.). Stations: Oberlin, Ohio, and east thereof; Brownhelm, Ohio, and east thereof, Indexed 98 to 104, incl., 119 to 120, incl., 122 to 168, incl., and 301 to 404 incl., also from former D. A. V. & P. R. R. stations: Dunkirk, N. Y. (Index No. 1), to Titusville Pa. (Index No. 28), incl., as shown in N. Y. Cent. R. R. (Line Buffalo, N. Y., Clearfield, Pa., and West), Station List No. 23, I. C. C. No. A-3096 (L. S. & M. S.-D. A. V. & P. series).

ilton, Kingsville, London, Sarnia, Stony Point and Windsor, Ont., rates named in East Bound Guide Books specified in Note 13, pages 59 to 64 inclusive (supplements thereto or reissues thereof), when less than rates based on Official Classification.

Points on the Mich. Cent. R. R. (Can. Nor. Ry., formerly N. St. C. & T. Ry.), T. H. & B. Ry. and Wabash R. R., in Ontario, Can.

Points in United States in Territory A.

Points in the United States in Territory A.

Points on the Mich. Cent. R. R. (Can. Nor. Ry., formerly N. St. C. & T. Ry.), P. M. R. R., T. H. & B. Ry. and Wabash R. R., in Ontario, Can.

Between points in Upper Peninsula of Michigan on traffic destined to points in Ontario, Can., specified in Part E, in connection with tariffs subject to the Official Classification and which make specific reference to this issue or subsequent issues thereof.

Between points in Upper Peninsula of Michigan on traffic originating at stations in Ontario, Can., specified in Part E, in connection with tariffs subject to the Official Classification and which make specific reference to this issue or subsequent issues thereof.

EXCEPTIONS—

- (a) Will not apply on **Intrastate Traffic** between points within the States of Illinois, Iowa, Kentucky, Maryland, Michigan, Upper Peninsula (except as noted above), Minnesota, Missouri or Wisconsin, nor between points wholly within the Province of Ontario; except traffic subject to rates governed by the Official Classification.
- (b) Will not apply on **Interstate Traffic** between points in the States of Illinois, Iowa, Michigan, Upper Peninsula, Minnesota, Missouri or Wisconsin, except traffic subject to rates governed by the Official Classification.
- (c) Will not apply in connection with the C. & E. I. R. R. on shipments of **Coal and Coke**, C. L.
- (d) Will not apply in connection with C. I. & L. Ry. on shipments of **Coal or Stone**, C. L.

EXCEPTIONS TO OFFICIAL CLASSIFICATION GENERAL APPLICATION OF TARIFF

IMPORTANT—Whenever, in this publication, a territorial application is given as being "Between all points on.....R. R." or "Between all points within the state (or states) ofit is understood that such application is governed by and restricted to the provisions of the general application shown in tariff.

TERRITORY A

Items herein shown as being applicable in "Territory A" will apply:
Section No. 1. (See Exceptions, Part 1, Section No. 2).

FROM

TO

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

Points in Michigan, Minnesota, Ontario and Wisconsin, as named in Freight Tariff No. 12-B, I. C. C. No. 291, C. R. C. No. 245, M. R. C. No. 49, R. C. O. No. 241, Freight Tariff No. 165, I. C. C. No. 384 (E. B. Boyd's I. C. C. No. A-379), R. C. O. No. 329, M. R. C. No. 75, issued by Eugene Morris, Agent, Supplements thereto and reissues thereof, also to Fort William, Port Arthur and Westfort, Ont.

Points in Michigan, Minnesota, Ontario and Wisconsin, as named in Freight Tariff No. 12-B, I. C. C. No. 291, C. R. C. No. 245, M. R. C. No. 49, R. C. O. No. 241, Freight Tariff No. 165, I. C. C. No. 384 (E. B. Boyd's I. C. C. No. A-379), R. C. O. No. 329, M. R. C. No. 75, issued by Eugene Morris, Agent, supplements thereto and reissues thereof; also from Fort William, Port Arthur and Westfort, Ont.

All points in Central Freight Association Territory (except as otherwise provided, see Exceptions below; also except Ontario, see Section 2), described by Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent.

Between points in Upper Peninsula of Michigan on traffic **destined** to points in the States of Indiana, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania and West Virginia, located in Central Freight Association Territory (described in Territorial Directory No. 3-B, I. C. C. No. 526, Eugene Morris, Agent), in connection with tariffs subject to the Official Classification, and which make specific reference to this issue or subsequent issues thereof.

Between points in Upper Peninsula of Michigan on traffic **originating** at points in the States of Indiana, Kentucky, Maryland, Michigan, New York, Ohio, Pennsylvania and West Virginia, located in Central Freight Association Territory (described by Territorial Directory No. 3-B—, I. C. C. No. 526, Eugene Morris, Agent), in connection with tariffs subject to the Official Classification, and which make specific reference to this issue or subsequent issues thereof.

SECTION NO. 2 (See Exceptions, Part 1).

All points in United States in Territory A, except as otherwise noted, and **except** from

All points in Ontario, taking Belle River, Comber, Ont.; Buffalo, N. Y.; Forest, Ham-

THE TRAFFIC MANUAL

FROM

TO

the following:

N. Y. Cent. R. R. (Line Buffalo, N. Y., Clearfield, Pa., and West, formerly D. A. V. & P. R. R. and L. S. & M. S. Ry.). Stations: Oberlin, Ohio, and east thereof; Brownhelm, Ohio, and east thereof, Indexed 98 to 104, incl., 119 to 120, incl., 122 to 168, incl., and 301 to 404 incl., also from former D. A. V. & P. R. R. stations: Dunkirk, N. Y. (Index No. 1), to Titusville Pa. (Index No. 28), incl., as shown in N. Y. Cent. R. R. (Line Buffalo, N. Y., Clearfield, Pa., and West), Station List No. 23, I. C. C. No. A-3096 (L. S. & M. S.-D. A. V. & P. series).

ilton, Kingsville, London, Sarnia, Stony Point and Windsor, Ont., rates named in East Bound Guide Books specified in Note 13, pages 59 to 64 inclusive (supplements thereto or reissues thereof), when less than rates based on Official Classification.

Points on the Mich. Cent. R. R. (Can. Nor. Ry., formerly N. St. C. & T. Ry.), T. H. & B. Ry. and Wabash R. R., in Ontario, Can.

Points in United States in Territory A.

Points in the United States in Territory A.

Points on the Mich. Cent. R. R. (Can. Nor. Ry., formerly N. St. C. & T. Ry.), P. M. R. R., T. H. & B. Ry. and Wabash R. R., in Ontario, Can.

Between points in Upper Peninsula of Michigan on traffic destined to points in Ontario, Can., specified in Part E, in connection with tariffs subject to the Official Classification and which make specific reference to this issue or subsequent issues thereof.

Between points in Upper Peninsula of Michigan on traffic originating at stations in Ontario, Can., specified in Part E, in connection with tariffs subject to the Official Classification and which make specific reference to this issue or subsequent issues thereof.

EXCEPTIONS—

- (a) Will not apply on **Intrastate Traffic** between points within the States of Illinois, Iowa, Kentucky, Maryland, Michigan, Upper Peninsula (except as noted above), Minnesota, Missouri or Wisconsin, nor between points wholly within the Province of Ontario; except traffic subject to rates governed by the Official Classification.
- (b) Will not apply on **Interstate Traffic** between points in the States of Illinois, Iowa, Michigan, Upper Peninsula, Minnesota, Missouri or Wisconsin, except traffic subject to rates governed by the Official Classification.
- (c) Will not apply in connection with the C. & E. I. R. R. on shipments of **Coal and Coke**, C. L.
- (d) Will not apply in connection with C. I. & L. Ry. on shipments of **Coal or Stone**, C. L.

EXCEPTIONS TO OFFICIAL CLASSIFICATION CLASSIFICATION AND RATING

Item Nos.	APPLYING ON	Rates Applicable	Territories Applicable. See pages 2 and 3.
1	Apples, Cull, Refuse, and Waste, in bulk, C. L., minimum weight 30,000 lbs.	6th Class.	From N. Y. Cent. R. R. (Line Buffalo, N. Y., Clearfield, Pa., and West, formerly L. S. & M. S. Ry.), Stations in Michigan to Lansing and Quincy, Mich.
2	Bags, Paper, C. L. C. F. A. Infs. Nos. A-3467 and 12026.....	6th Class.	A and B.
3	Reissue. Effective December 16, 1914, in Supplement No. 41 to Freight Tariff No. 130-G., I. C. C. No. 406, Eugene Morris, Agent, I. C. C. No. A-411, E. B. Boyd, Agent. Milk, Condensed, in cans, boxed; in kegs, half-barrels or barrels, C. L., minimum weight 36,000 lbs. C. F. A. Inf. No. 12242:	5th Class.	From Ingersoll and Tillsonburg, Ont., to Territory A.
4	Paper, viz.: Printing and Wrapping, C. L., classified 5th Class in Official Classification. C. F. A. Infs. Nos. A-3467 and 12026.	6th Class.	A and B.
5	Shades, Window, any quantity. C. F. A. Infs. Nos. A-3467 and 12026.	Rule 25.	A and B.
6	Shot, C. L., minimum weight 60,000 lbs. C. F. A. Inf. No. A-3467.	6th Class.	A and B.
7	Asphaltum, N. O. S., in Official Classification, Asphaltum Substitutes, N. O. S., in Official Classification, in barrels, cakes, drums (iron), sacks, or in tank cars, minimum weights: In packages specified, 40,000 lbs.; in tank cars, as per Official Classification. C. F. A. Inf. No. 11734.	90% of 6th Class.	A
8	Acid, Muriatic and Sulphuric, C. L., in tank cars. C. F. A. Inf. No. 11734.	90% of 5th Class.	A
9	Alumina, Sulphate of, C. L., in bags, barrels, casks, slabs or in bulk, minimum weight 40,000 lbs. C. F. A. Inf. No. 11734.	90% of 6th Class.	A

**WESTERN TRUNK LINES RULES, REGULATIONS AND
EXCEPTIONS TO WESTERN CLASSIFICATION**

RULES AND EXCEPTIONS shown in Section 1 apply only on traffic
moving under tariffs which make specific reference
to these rules and exceptions

Rules No.		Ratings	
	Asphalt Asphaltum, including Petroleum Asphaltum Petroleum Road Oil Petroleum Tailings	Carloads, minimum weight, in packages, 40,000 lbs. In tank cars, see Notes 1 and 2.	
1	Note 1.—The weights and charges on shipments when transported in tank cars will be based on the full gallonage capacity of the tank cars as shown in Circular 6-J, E. B. Boyd's I. C. C. No. A-623, P. S. C. Mo. No. 42, I. P. U. C. No. 29, supplements thereto and reissues thereof, subject to an estimated weight of eight pounds per gallon.	Class D Rates.	
	Note 2.—The above commodities not unloaded and returned in original tank to orig- inal shipping point, one-half of Third Class rate applicable in the direction of the movement of the return shipment based on the gallons in the car at weight of eight pounds per gallon, the total charge not to exceed one-half the charge based on carload rate and minimum weight.		
2	Batting (Cotton), minimum weight 10,000 lbs.	Second Class Rates.	
3	Curtains Shades Blinds	Bamboo (Porch), L. C. L. Third Class Rates.	
4	Fencing (Woven Wire), L. C. L. Poultry Netting (Woven Wire), L. C. L. Between points in Missouri.	Fourth Class Rates.	
	Formaldehyde, in glass carboys, packed C. L., min. wt. 30,000 lbs..... L. C. L.....	Fifth Class Second Class Rates.	
	Exception.—Applies only from the following stations on the C. M. & St. P. Ry. to stations on the C. M. & St. P. Ry. Minnesota, North Dakota and South Dakota.		
5	Barker Minn. Brownell " " Carlton " Cloquet " Duluth " Fond du Lac " New Duluth " Oneonta " Pokegamma, Wis.	Scanlon Minn. Short Line Park " Smithville " Spirit Lake " St. Louis Wis. Superior " Superior " (East End) Central Ave. " (Superior)	Thompson Minn. Twentieth Ave. " (Duluth) Walbridge " West Duluth " Wrenshall "
6	Moss, Carloads, minimum weight 15,000 lbs., in cars of 36 feet in length, inside meas- urement, subject to Rule 6-B of Western Classification. Applies from points in Michigan and Wisconsin only.	Fourth Class Rates.	
7	Silo Material, L. C. L., consisting of: Wooden Staves or Lumber, cut to length, tongued and grooved. Silo Hoops, Bands and Fittings, Iron or Steel. Doors, Door Frames and Tops, Wooden. Iron or Steel necessary to make complete silo from wooden material.	Fourth Class Rates.	

Only two supplements to this tariff will be
in effect at any time.

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS

EUGENE MORRIS, AGENT

I. C. C. No. 749

Stamp Here Date Received

FREIGHT TARIFF No. 214

LOCAL AND JOINT RATES

APPLYING ON

Bituminous Coal, Carloads

FROM

Points in the State of Indiana

(AS SHOWN ON PAGES 4 AND 5)

TO

Points in the State of Indiana

"Governed as to prepay requirements at stations and changes in station names by the Official List of Open and Prepay Stations No. 20, F. A. Leland's I. C. C. No. 1234, Eugene Morris' I. C. C. No. 714, as amended or superseded.

ISSUED SEPTEMBER 26, 1918

EFFECTIVE OCTOBER 5, 1918

Published for the Director General of Railroads and filed on one day's notice with the Interstate Commerce Commission under Freight Rate Authority Nos. 154, 220 and 1484 of the Director; Division of Traffic, United States Railroad Administration, date July 16, August 1 and September 28, 1918, respectively.

Issued by

EUGENE MORRIS, Agent,

Chicago, Ill.

SPECIAL SUPPLEMENT TO TARIFFS

ISSUED BY

CHICAGO & ILLINOIS MIDLAND RAILWAY

APPLYING IN CONNECTION WITH

PARTICIPATING CARRIERS SHOWN IN TARIFFS
AND SUPPLEMENTS THERETO ENUMERATED HEREIN

INCREASE IN FREIGHT RATES

FREIGHT RATES NAMED IN TARIFFS AND SUPPLEMENTS THERETO, LISTED
ON PAGE 5 ARE HEREBY INCREASED TO THE RATES SHOWN
IN COLUMN B OF RATE TABLE ON PAGE 4.

(SEE APPLICATION OF RATES, PAGE 2.)

Increased joint rates and charges contained in this schedule are filed on one day's notice under authority of Interstate Commerce Commission's Fifteenth Section Order No. 666, of May 27, 1918, without formal hearing, which approval shall not affect any subsequent proceeding relative thereto.

This schedule contains rates that are departures from the terms of the amended Fourth Section of the Act to Regulate Commerce under authority of Interstate Commerce Commission, Fourth Section Order No. 7316 of May 27, 1918.

The form of this supplement is permitted by authority of Interstate Commerce Commission Special Permission No. 45950 of May 27, 1918.

ISSUED JUNE 20, 1918

EFFECTIVE JUNE 25, 1918

The rates made effective by this schedule are initiated by the President of the United States through the Director General, United States Railroad Administration and apply to both Interstate and Intrastate Traffic.

This schedule is published and filed on one day's notice with the Interstate Commerce Commission under General Order No. 28 of the Director General, United States Railroad Administration dated May 25, 1918, and amended June 12, 1918.

H. H. SEAVERNS,

TRAFFIC MANAGER, C. & I. M. RY
CHICAGO, ILL.

THE TRAFFIC MANUAL

Rates and charges named in this supplement ARE NOT SUBJECT TO THE INCREASES SHOWN IN SPECIAL SUPPLEMENT No. 1

55

UNITED STATES RAILROAD ADMINISTRATION
W. G. McADOO, DIRECTOR GENERAL OF RAILROADS
EUGENE MORRIS AND E. B. BOYD, AGENTS.

SUPPLEMENT No. 2

Supplements Nos. 1 and 2 are in effect and contain all changes from the original tariff that are effective on the date hereof.

TO

C. R. C. No. 606
(Advance.)
(Reduction.)

①M. R. C. No. 191

①Ohio No. 646

I. C. C. No. 726
Eugene Morris, Agent.
I. C. C. No. A-890
E. B. Boyd, Agent.

Stamp Here Date Received

FREIGHT TARIFF No. 90-G

(And Individual Carriers' Tariff Numbers Named on Page 2)

OF

JOINT AND PROPORTIONAL RATES

APPLYING ON

Vehicles, Vehicle Parts and Material, Carloads and Less Than Carloads

FROM STATIONS IN

Indiana, Kentucky, Michigan, Western New York, Ohio and Western Pennsylvania
TO STATIONS IN

Illinois, Minnesota, Wisconsin and Michigan (Upper Peninsula);

As Named herein and in Eugene Morris' (Agent) Freight Tariff No. 165-A, I. C. C. No. 555, supplements thereto or reissues thereof, subject to first item of "Application of Rates," page 36 of tariff, as amended;

ALSO PROPORTIONAL RATES TO

Atchison, Kan., Council Bluffs, Iowa, Kansas City, Kan., Kansas City, Mo., Leavenworth, Kan., Nebraska City, Neb., No. Kansas City, Mo., Omaha, Neb., Pacific Jct., Iowa, Sioux City, Iowa, So. Omaha, Neb., and St. Joseph, Mo., on traffic destined to points in Idaho, Montana, Oregon and Washington;

ALSO PROPORTIONAL RATES TO

Duluth, Minn., and Superior, Wis., on traffic destined to points on Canadian Northern Ry., Canadian Pacific Ry. and Grand Trunk Pacific Ry.

The rates named herein for rail and water transportation to Menominee, Mich., are subject to suspension at the close of navigation and restoration on the opening of navigation of the Ann Arbor R. R. on notice as provided on page 43 of tariff, as amended.

GOVERNED (Except as otherwise provided herein.)	COMBINATION RATES THROUGH RATES not based on (combination of locals)	East of Junction by Official Classification, I. C. C.-O. C. No. 44, issued by R. N. Collyer, Agent, and Exceptions thereto as published in tariffs referred to on page 45 of tariff, as amended. West of Junction by Western Classification No. 55, I. C. C. No. 13, issued by R. C. Fyfe, Agent, and Exceptions thereto as published in Agent E. B. Boyd's I.C.C. No. A-638. By Official Classification, I. C. C.-O. C. No. 44, issued by R. N. Collyer, Agent, and Exceptions thereto as published in tariffs referred to on page 45 of tariff, as amended.
BY SUPPLEMENTS TO AND REISSUES OF THE ABOVE.		

By authority of Rule 77 of Interstate Commerce Commission Tariff Circular No. 18-A, this tariff is not made applicable from all intermediate points. Upon reasonable request therefor, rates which will not exceed those in effect from more distant points will, under authority granted by the Interstate Commerce Commission, be established from any intermediate point hereunder upon one day's notice to the Commission and to the public. Will not apply from stations on the Illinois Central R. R., L. & N. R. R., L. H. & St. L. Ry., P. & L. E. R. R. or Southern Ry. (St. Louis-Louisville Divisions).

ISSUED MAY 25, 1918

EFFECTIVE OCTOBER 1, 1918
(Except as noted in individual items)

① Shown for account of roads named in Note 10, page 2 hereof.

E. B. BOYD, Agent,
Chicago, Ill.

Issued by
EUGENE MORRIS, Agent.
Chicago, Ill.

THE TRAFFIC MANUAL

Supplement No. 6 to I. P. U. C. No. 228
Cancels Supplement No. 5

Supplement No. 6 to P. S. C. Mo. No. 91
Cancels Supplement No. 5

Supplement No. 6 to I. C. C. No. A-858
Cancels Supplement No. 5

Supplement No. 6 contains all changes from the original tariff that are effective on the date hereof

SUPPLEMENT No. 6 TO TARIFF No. 1570-E

CANCELS SUPPLEMENT NO. 5

SUPPLEMENT NO. 6 CONTAINS ALL CHANGES

CHICAGO & ALTON RAILROAD

FREIGHT TRAFFIC DEPARTMENT

Received....., 1917

Posted....., 1917

IN CONNECTION WITH

PARTICIPATING CARRIERS SHOWN ON PAGE 2 OF TARIFF

SUPPLEMENT TO

LOCAL AND JOINT FREIGHT TARIFF

PROVIDING FOR

RULES

GOVERNING

MILLING, MALTING AND TRANSIT
PRIVILEGES

ON

GRAIN, GRAIN PRODUCTS AND SEEDS

AT

STATIONS ON THE CHICAGO & ALTON R. R.

ISSUED SEPTEMBER 20, 1917

EFFECTIVE OCTOBER 20, 1917
(EXCEPT AS NOTED IN INDIVIDUAL ITEMS)

C. W. GALLIGAN,
FREIGHT TRAFFIC MANAGER, C. & A. R. R.
CHICAGO, ILL.

ISSUED BY
J. A. BEHRLE,
CHIEF OF TARIFF BUREAU, C. & A. R. R.
CHICAGO, ILL.

A. E. LEE,
GENERAL FREIGHT AGENT, C. & A. R. R.
CHICAGO, ILL.

THE TRAFFIC MANUAL

57

RATES AND CHARGES NAMED IN THIS SUPPLEMENT ARE NOT SUBJECT TO INCREASES SHOWN IN
SPECIAL SUPPLEMENT NO. 1

Supplement No. 3 to I. C. C. No. A-972

Cancels Supplement No. 2

Supplements Nos. †1 and 3 contain all changes from the
original tariff that are effective on the date hereof.
†See first Supplement.

SUPPLEMENT No. 3 TO TARIFF No. 500-E

CANCELS SUPPLEMENT No. 2

Supplements Nos. †1 and 3 contain all changes.
†Special Supplement.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McAdoo, Director General of Railroads

CHICAGO & ALTON RAILROAD

FREIGHT TRAFFIC DEPARTMENT

Received.....1918

Posted.....1918

IN CONNECTION WITH

PARTICIPATING CARRIERS NAMED ON TITLE PAGE OF TARIFF

SUPPLEMENT TO

LOCAL, JOINT AND PROPORTIONAL FREIGHT TARIFF

APPLYING ON

CLASSES AND COMMODITIES

BETWEEN

KANSAS CITY, MISSOURI

AND

STATIONS IN MISSOURI

ON

THE CHICAGO & ALTON RAILROAD

AND

ST. LOUIS & HANNIBAL RAILWAY
(EXCEPT HANNIBAL)

ALSO BETWEEN

STATIONS IN MISSOURI ON THE CHICAGO & ALTON RAILROAD

ISSUED JULY 29, 1918

EFFECTIVE SEPTEMBER 1, 1918

(Except as noted in individual items.)

Published for Director General of Railroads under authority of Section 20, General Order No. 28 of the Director General, United States Railroad Administration, dated May 25, 1918, and amended June 12, 1918.

Issued in compliance with order of the Interstate Commerce Commission in Case No. 8354.

Published for Director General of Railroads under Freight Rate Authority No. 96 of the Director, Division of Traffic, United States Railroad Administration, dated July 11, 1918.

C. W. GALLIGAN,

FREIGHT TRAFFIC MANAGER, C. & A. R. R.,
CHICAGO, ILL.

ISSUED BY

J. A. BEHRLE,

CHIEF OF TARIFF BUREAU, C. & A. R. R.,
CHICAGO, ILL.

A. E. LEE,

GENERAL FREIGHT AGENT, C. & A. R. R.,
CHICAGO, ILL.

THE TRAFFIC MANUAL

RATES AND CHARGES NAMED IN THIS SUPPLEMENT ARE NOT SUBJECT TO INCREASES SHOWN
IN SPECIAL SUPPLEMENT No. 3.

Supplement No. 4 to I. C. C. No. A-1040.

Cancels Supplement No. 3.

Supplements Nos. †3 and 4 contain all changes from the original tariff that are effective on the date hereof.

†Special Supplement.

Will not apply on Interstate Traffic

SUPPLEMENT No. 4 TO TARIFF No. 258-H

(CANCELS SUPPLEMENT NO. 2)

Supplements Nos. †3 and 4 contain all changes.
†Special Supplement.

UNITED STATES RAILROAD ADMINISTRATION

W. G. McADOO, Director General of Railroads

CHICAGO & ALTON RAILROAD
FREIGHT TRAFFIC DEPARTMENT

Received.....	1918
Posted.....	1918

SUPPLEMENT TO**FREIGHT TARIFF**

SHOWING

LOCAL DISTANCE RATES

BETWEEN

STATIONS ON THE CHICAGO & ALTON RAILROAD

IN

MISSOURI

PROTEST NOTICE

The rates and conditions shown herein on commodities are published and used solely for the purpose of complying with the order of the Public Service Commission of the State of Missouri, in Cases Nos. 493 and 880, and under no circumstances will rates shown herein apply on interstate shipments, i. e.: On traffic originating at or destined to points outside of the State of Missouri, and traffic originating at and destined to points in Missouri but moving outside of the State in transit.

All commodity rates shown herein are published and used by the carrier under protest the carrier reserving all legal rights to contest same in the courts.

ISSUED JULY 29, 1918

EFFECTIVE SEPTEMBER 1, 1918

(Except as noted in individual items.)

APPLIES ON MISSOURI INTRASTATE TRAFFIC ONLY.

Published for the Director General of Railroads under Authority of Section 20, General Order No. 28 of the Director General, United States Railroad Administration, dated May 25, 1918, and amended June 12, 1918.

Issued in compliance with order of the Interstate Commerce Commission in Case No. 8354.

Published for the Director General of Railroads under Freight Authority No. 96 of the Director, Division of Traffic, United States Railroad Administration, dated July 11, 1918.

C. W. GALLIGAN,
FREIGHT TRAFFIC MANAGER, C. & A. R. R.,
CHICAGO, ILL.

ISSUED BY
J. A. BEHRLE,
CHIEF OF TARIFF BUREAU, C. & A. R. R.,
CHICAGO, ILL.

A. E. LEE,
GENERAL FREIGHT AGENT, C. & A. R. R.,
CHICAGO, ILL.

**TARIFF SCHEDULE OF CLASS RATES
BETWEEN POINTS IN**

ILLINOIS

INDIANA

MICHIGAN

OHIO

WEST VIRGINIA AND
CANADA
AND
POINTS IN

ILLINOIS

MICHIGAN

MINNESOTA

OHIO AND

WISCONSIN

Except as otherwise provided herein, governed by Official Classification, issued by R. N. Collyer, Agent, supplements thereto and subsequent issues thereof, and by exceptions to said classification as published in legally established tariffs.

ISSUED NOVEMBER 28, 1916.

EFFECTIVE JANUARY 1, 1917.

NOTE.—It must be understood that this schedule of class rates is an excerpt from an actual legally established tariff of rates, but, for the purposes of this Manual, many of its constructional features are omitted.

**ALPHABETICAL LIST OF POINTS FROM AND
TO WHICH RATES APPLY**

Index No.	Index of Stations From Which Rates Apply.	Rate Basis Groups.	Index No.	Index of Stations To Which Rates Apply.	Rate Basis Groups.
1	Albion, Mich.	A	1	Abbotsford, Wis.	100
2	Alliance, Ohio	C	2	Ashley, Ill.	102
3	Battle Creek, Mich.	A	3	Bannister, Ill.	101
4	Bowerston, Ohio	C	4	Bloomington, Ill.	101
5	Charleston, W. Va.	C	5	Broadwell, Ill.	102
6	Chillicothe, Ohio	D	6	Central City, Ohio	104
7	Cincinnati, Ohio	A	7	Chrisman, Ill.	101
8	Circleville, Ohio	D	8	Detroit, Mich.	102
9	Detroit, Mich.	B	9	Dorchester, Wis.	100
10	Dornington, Ohio	E	10	Duluth, Minn.	103
11	Ecorse, Mich.	B	11	El Paso, Ill.	101
12	Fayette, Ohio	B	12	Exeland, Wis.	103
13	French Lick, Ind.	E	13	Farmer City, Ill.	104
14	Hamlin, Ohio	A	14	Greenwich, Ohio	104
15	Homer, Mich.	E	15	Greenwood, Ohio	100
16	Huntington, Ind.	E	16	Harmon, Ohio	103
17	Ida, Mich.	B	17	Jerome, Wis.	103
18	La Salle, Mich.	B	18	La Salle, Ill.	102
19	Marietta, Ohio	C	19	Laurette, Ill.	101
20	Minerva, Ohio	C	20	Loyal, Ill.	100
21	Orleans, Ind.	A	21	Maroa, Ill.	101
22	Painesville, Ohio	C	22	Medford, Wis.	100
23	Quincy, Ohio	A	23	Mt. Pulaski, Ill.	102
24	Ravenna, Ohio	C	24	New Holland, Ill.	102
25	Rockwood, Mich.	B	25	New London, Ohio	104
26	Seneca, Ill.	D	26	Pana, Ill.	101
27	Springfield, Ill.	D	27	Peoria, Ill.	102
28	Stony Creek, Mich.	B	28	Stetsonville, Wis.	100
29	Tillsonburg, Ont.	E	29	Seneca, Ill.	102
30	Townsend, Ont.	E	30	Superior, Wis.	103
31	Ulrichsville, Ohio	C	31	Thornville, Ohio	104
32	Vienna, Mich.	B	32	Vermillion, Ohio	104
33	Welland, Ont.	E	33	Vernon, Ohio	104
			34	Way, Wis.	103

TABLE OF RATES.

From Rate Basis No.	To Rate Basis No.	Rates in Cents per 100 Pounds. Classes.								
A	102	1	2	3	4	5	6	R25	R26	R28
B	100	85.3	72	54	38.1	31.9	25.3	61.2	43.2	43.7
C	101	51	43.5	34.5	23.5	19	16	36.5	27.5	27.5
D	104	52.3	43.9	34.9	23.8	20.1	16.4	37.3	27.9	27.7
E	103	97.3	81	61.5	43.1	37.4	30.3	68.9	48.2	49.5

SCHEDULE OF CLASS RATES
BETWEENCHICAGO, ILL.
DULUTH, MINN.
PEORIA, ILL.ST. LOUIS, MO.
MILWAUKEE, WIS.
GREEN BAY, WIS.AND
STATIONS IN KANSAS AND NEBRASKA.

Governed, except as otherwise provided herein, by Western Classification, issued by R. C. Fyfe, Agent, supplements thereto and reissues thereof, and by Exceptions to said Classification as published in legally established tariffs.

ISSUED DECEMBER 15, 1916.

EFFECTIVE FEBRUARY 1, 1917.

NOTE.—It must be understood that this schedule of class rates is an excerpt from an actual legally established tariff of rates, but, for the purposes of this Manual, many of its constructional features are omitted.

Index No.	Index of Stations From Which Rates Apply.	Rate Basis Groups.	Index No.	Index of Stations To Which Rates Apply.	Rate Basis Groups.
1	Almora, Ill.	3	1	Birdwood, Nebr.	B
2	Alton, Ill.	1	2	Chapman, Nebr.	A
3	Appleton, Wis.	3	3	Elmont, Kans.	D
4	Aurora, Ill.	3	4	Ellis, Kans.	D
5	Bloomington, Ill.	2	5	Furley, Kans.	E
6	Brighton, Ill.	1	6	Gannett, Nebr.	B
7	Broadmore, Ill.	2	7	Grand Island, Nebr.	A
8	Chatham, Ill.	2	8	Groveland, Kans.	E
9	Chicago, Ill.	3	9	Grover, Kans.	D
10	Clinton Jct., Wis.	3	10	Hutchison, Kans.	E
11	Davis Jct., Ill.	3	11	Inman, Kans.	E
12	Duluth, Minn.	3	12	Kechi, Kans.	E
13	East Louisiana, Ill.	1	13	Kilmer, Kans.	D
14	East St. Louis, Ill.	1	14	Lockwood, Nebr.	A
15	Ft. Madison, Ia.	1	15	Lomax, Kans.	D
16	Godfrey, Ill.	1	16	McGraw, Kans.	E
17	Granite City, Ill.	1	17	McPherson, Kans.	E
18	Green Bay, Wis.	3	18	Medora, Kans.	E
19	Hickory Grove, Ill.	3	19	Miller, Nebr.	C
20	Kaukauna, Wis.	3	20	Nichols, Nebr.	B
21	Kenosha, Wis.	3	21	North Platte, Nebr.	B
22	Kewanee, Ill.	2	22	Pen-Dennis, Kans.	C
23	Lostant, Ill.	2	23	Pomona, Kans.	D
24	Louisiana, Mo.	1	24	Putnam, Kans.	E
25	Manitowish, Ill.	2	25	Richter, Kans.	D
26	Mason City, Ill.	2	26	Sedgwick, Kans.	E
27	Milwaukee, Wis.	3	27	South Wichita, Kans.	E
28	Nokomis, Ill.	2	28	Stapleton, Kans.	B
29	Peoria, Ill.	2	29	Tecumseh, Kans.	D
30	Plainview, Ill.	2	30	Topeka, Kans.	D
31	Quincy, Ill.	1	31	Wichita, Kans.	E
32	Racine, Wis.	3			
33	St. Louis, Mo.	1			
34	Zearing, Ill.	2			

APPLICATION OF RATES.

To make rates from Group 3 (Chicago) points, Group 2 (Peoria) points, add the following arbitraries to Group 1 (St. Louis) rates:

Group Class	Rates in cents per 100 pounds.											
	1	2	3	4	5	A	B	C	D	E		
	3	20	20	10	5	5	7	7½	7½	5	5	
2	10	10	5	2½	2½	3¾	3¾	2½	2½	2½	2½	
To Group	From Group	Rates in cents per 100 pounds. Classes.										
A	1	106	84.8	67.7	55.6	43.4	48	36.8	32.3	36.5	19.8	
B	1	1.36	1.103	88.7	73.2	56.6	63	46.4	40.1	32.7	24.1	
C	1	.80	.62	49	38	28	32	26	22	18	15	
D	1	1.37	1.13	97	78	61	65	50	42	34	27	
E	1	1.10	.91	76	68	51	51	38	32	25	19	

TARIFF SCHEDULE OF CLASS RATES
FROM POINTS IN

KENTUCKY

TENNESSEE AND ALABAMA

TO

POINTS NAMED IN

ALABAMA

FLORIDA

KENTUCKY

LOUISIANA AND

TENNESSEE

Governed, except as otherwise provided herein, by Southern Classification, issued by W. R. Powe, Agent, supplements thereto and reissues thereof, and by Exceptions to said Classification as specially designated by "Note Number" in legally established tariffs having direct reference thereto.

ISSUED JANUARY 1, 1917.

EFFECTIVE FEBRUARY 15, 1917.

NOTE.—It must be understood that this schedule of class rates is an excerpt from an actual legally established tariff of rates, but, for the purposes of this Manual, many of its constructional features are omitted.

Index No.	Index of Stations From Which Rates Apply.	Rate Basis Groups.	Index of Stations To Which Rates Apply.	Rate Basis Groups.
1	Alton, Ky.	A	Alton, Ky.	5
2	Bryan, Ky.	B	Apalachia, Tenn.	16
3	Burgin, Ky.	C	Bohemia, Fla.	18
4	Carlisle, Ky.	G	Choctaw, Ky.	19
5	Conway, Ky.	H	Elk Chester, Ky.	3
6	Cowan, Ky.	I	Elk Chester, Ky.	11
7	Decorsay, Ky.	J	Falmouth, Ky.	14
8	Fisherville, Ky.	D	Herndon, Ky.	12
9	Florence, Ala.	K	Lair, Ky.	13
10	Graymere, Tenn.	L	Milner, Ky.	1
11	Prestonia, Ky.	E	Milner, Kv.	6
12	Tyrone, Ky.	F	Milner, Ky.	9
13	Woodbine, Ky.	M	Milnerburg, La.	17
		14	No. Howell, Ala.	15
		15	Tyrone, Ky.	2
		16	Tyrone, Ky.	5
		17	Tyrone, Ky.	10
		18	Varnardsdell, Ky.	8
		19	Waddy, Ky.	4
		20	Waddy, Ky.	7

THE TRAFFIC MANUAL

TABLE OF RATES.

These rates apply subject to exceptions to Southern Classification shown therein under Note No. 45,
To Rate

Basis Groups	From Groups	Rates in cents per 100 pounds.																
		Classes.																
		1	2	3	4	5	6	A	B	C	D	E	H	F	I	L	M	N
1	F	12	10	9	8	7	6	6	6	5	5			6	.5	4	3	
2	A	12	10	9	8	7	6	6	6	5	5			6	5	4	3	
3	C	15	13	12	11	10	9	9	9	6	6			9	6	5	4	
4	F	20	17	15	13	12	11	11	11	7	7			11	7	6	5	
5	C	26	23	20	17	16	15	14	15	10	8			15	10	7	6	
6	C	29	25	22	19	18	16	14	15	11	9			16	11	8	6	
7	C	32	27	24	21	20	19	19	19	12	9			19	12	8	6	
8	C	34	30	26	22	19	16	14	16	12	10			16	12	8	6	
9	D	35	30	27	23	22	21	21	21	13	10			21	13	8	7	
10	B	37	32	28	25	24	22	22	22	14	10			22	14	9	7	
11	B	39	34	20	26	25	23	23	23	15	11			23	15	10	7	
12	E	49	42	37	33	30	28	28	28	18	14			25	19	14	9	
13	I	29	25	22	19	18	17	17	17	11	9	17	17	22	17	11	8	
14	G	39	34	30	26	25	23	23	23	15	11	23	23	30	23	15	10	
15	K	84	72	60	55	50	46	46	46	27	21	46	46	54	32	26	23	
16	J	99	82	65	60	55	51	51	51	30	24	51	51	60	33	44	28	
17	L	113	92	72	67	62	58	58	58	40	27	58	58	80	40	51	31	
18	M	125	102	79	74	69	65	65	65	46	31	65	65	92	46	56	33	
19	H	130	106	82	77	72	68	68	68	48	33	68	68	96	48	58	33	

RULES AND CHARGES.

Rule 1. Transfers and Waybills. covering shipments which have been diverted or reconsigned under these rules, should bear separate notation stating where and when the diversion or reconsignment was effected, and charges if any were made.

Rule 2. Freight Rate Applicable. These rules and charges will apply whether shipments are handled at local rates, joint rates or combination of intermediate rates. The through rate to be applied under these rules is the rate from point of origin via the diversion, reconsigning or reforwarding point to final destination in effect on date of shipment from point of origin. If the rate from original point of shipment to final destination is not applicable through the point at which the car is diverted, reconsigned or reforwarded, in connection with this line, the Tariff rates in effect to and from the diversion, reconsigning or reforwarding point will apply, plus diversion or reconsigning charges.

Rule 3. Demurrage and Track Storage Rules. Freight stopped, diverted, reconsigned or reforwarded under these rules will in addition be subject to demurrage and track storage charges lawfully in effect at point where stopping, diversion, reconsignment or reforwarding is accomplished.

Rule 4.

- (a) **Application:** The rules published herein, governing the diversion or reconsignment of freight, are applicable while the freight is in possession of this Company also when it has reached billed destination on this line and has been delivered to switching road for placement
- (b) **Switching Charges Additional:** If diversion or reconsignment is made after arrival of car at billed destination and the car has been delivered to a connecting road, the switching charges of connecting road will be in addition to any other charge named herein.
- (c) **Reconsignments or Diversions Beyond Rails of This Company:** When diversion or reconsignment is requested after shipment has passed out of possession of this Company, or when request is received too late for this Company to effect the change desired, such request will be transmitted to direct connecting carrier to which shipment was delivered, when the responsibility of this Company will end; and the shipment will be subject to rules of the carrier on whose rails the diversion or reconsignment is accomplished. (Except as per Section (a) of this Rule).

Rule 5.

- (a) **Only One Change in Destination** will be permitted by this Company under these rules, except as provided in Paragraph (b), and then only provided the car has not had a previous change in destination after leaving the initial billing point.
- (b) If the consignor, consignee or owner requests a subsequent change necessitating movement of the car, the shipment will be treated as a reshipment from point of reforwarding, and will be charged at the tariff rate therefrom, plus \$5.00 per car.
- (c) If a car is stopped short of billed destination after it has had one diversion or reconsignment under these rules, charges will be made on basis of the tariff rates to and from the point at which the first diversion or reconsignment was accomplished plus five dollars (\$5) per car in addition to the other diversion or reconsignment charges previously accrued.

Rule 6. Change in Name of Consignor. The charge for a change in the name of consignor with no further change in billing instructions, will be \$1.00 per car, except as provided in Exceptions (c).

Rule 7. Diversion or Reconsignment in Transit. If a car is diverted or reconsigned in transit prior to arrival at original destination, or if the original destination is served by a terminal yard, then prior to arrival at such terminal yard, a charge of \$2.00 per car will be made for such service.

Rule 8. Stopping in Transit. If a car is stopped for orders for the purpose of delivery or reconsignment or diversion or reforwarding prior to the arrival at original billed destination, or if such destination is served by a terminal yard, then prior to arrival at such terminal yard, on request of consignor, consignee or owner, a charge of \$2.00 per car will be made for such service and the point where the car is stopped will be considered the destination of the freight. If the car is subsequently forwarded from point at which held, the provisions of Rules 9, 10, 11 or 12, as the case may be, will also be applied. The service of stopping as provided in this rule will not prevent one change of destination under the provisions of Section (c) of Rule 5.

Rule 9. Changed at Destination on Orders Given Before Arrival: If order for diversion or reconsignment is placed with local freight agent at billed destination or other designated officer, in time to permit instructions being given to yard employees prior to arrival at such billed destination, or if the original destination is served by a terminal yard, then prior to arrival at such terminal yard, a charge of \$2.00 per car will be made for such service.

Rule 10. Diversion or Reconsignment to Points Outside Switching Limits Before Placement: If a car is diverted, reconsigned or reforwarded on orders placed with local freight agent or other designated officer after arrival of car at original destination but before placement for unloading, or if the original destination is served by a terminal yard, then after arrival at such terminal yard, a charge of \$5.00 per car will be made if car is diverted, reconsigned or reforwarded to a point outside of switching limits of original destination.

Rule 11. Diversion or Reconsignment to Points Within Switching Limits Before Placement. A single change in the name of consignee at destination and (or) a single change in or a single addition to the destination of his place of delivery at destination will be allowed:

- (a) Without charge, if order is received in time to permit instructions to be given yard employees prior to arrival of car at destination, or if the destination is served by a terminal yard, then prior to arrival at such terminal yard.
- (b) At a charge of \$2.00 per car if such orders are received in time to permit instructions to be given to yard employees within twenty-four (24) hours after arrival of car at destination, or if the destination is served by a terminal yard, then within twenty-four (24) hours after arrival at such terminal yard. (See Note).
- (c) At a charge of \$5.00 per car, if such orders are received subsequent to twenty-four (24) hours after arrival of the car at destination or if the destination is served by a terminal yard, then subsequent to twenty-four (24) hours after arrival at such terminal yard. (See Note)

Note. In computing time, Sundays and legal holidays (National, State and Municipal) will be excluded. (When a legal holiday falls on Sunday, the following Monday will be excluded).

46-F
Cancels
46-E
(in Sup.
No. 24)

Diversion or Re-
consignment
of Carload
Freight

SIZE AND CAPACITY OF CARS

Initial	Number	Truck Capacity, Pounds	Length Inside	Initial	Number	Truck Capacity, Pounds	Length Inside
A. C. L.	73500	80,000	37 ft. 3½ in.	G. T.	30371	60,000	42 ft.
A. R. L.	40000			G. T.	14050.	60,000	36 ft.
A. R. T.	4000			G. T.	69900	80,000	61 ft.
C. B. & Q.	150544	100,000		G. T.	13999	60,000	36 ft.
C. B. & Q.	16036	50,000	33 ft. 5¼ in.	G. R. & I.	1301	100,000	40 ft. 5 in.
C. B. & Q.	33149	60,000	33 ft. 6 in.	I. & G. N.	2000	60,000	34 ft.
C. & E. I.	2406	60,000	38 ft.	N. A. T. X.	452		
C. & W. C.	505	60,000	34 ft.	N. O. T. M.	96502	80,000	34 ft. ½ in.
C. of Ga.	26000	60,000	36 ft.	N. O. & N. E.	24500	80,000	36 ft.
C. of Ga.	3760	60,000	36 ft.	N. C. & St. L.	3200	60,000	32 ft. 1 in.
C. & N. W.	51000	80,000	36 ft. ½ in.	O. S. L.	37400	50,000	33 ft. 2 in.
C. & N. W.	51098	80,000	36 ft. ½ in.	P. R. R.	103201	100,000	36 ft.
C. & N. W.	51001	80,000	36 ft. ½ in.	P. R. R.	73200	80,000	30 ft. 9 in.
C. G. W.	22000	80,000	40 ft.	P. R. R.	57170	80,000	33 ft. 9 in.
C. M. & St. P.	66300	60,000	36 ft.	P. F. E.	7804	60,000	33 ft. 2¾ in.
D. L. & W.	14000	60,000	34 ft. 2 in.	S. P.	74520	80,000	36 ft. 6 in.
D. L. & W.	12010	60,000	32 ft. 11 in.	S. P.	70959	60,000	34 ft.
D. L. & W.	4650	60,000.	36 ft. 2 in.	S. A. L.	11000	60,000	34 ft. 5 in.
D. L. & W.	4601	60,000	40 ft.	S. Ry.	12200	60,000	40 ft.
E. J. & E.	7299	80,000	36 ft.	S. Ry.	59900	60,000	34 ft.
E. J. & E.	6001	60,000	32 ft. 9 in.	S. Ry.	41500	80,000	36 ft.
F. E. C.	1001	60,000	34 ft.	S. S. W.	4000	80,000	41 ft.
F. G. E.	16000			U. T. L.	7146		
				W. & L. E.	200000	60,000	36 ft. 4 in.
A. T. & S. F.	21981	60,000	34 ft.	D. & H.	3860	60,000	33 ft. 4 in.
A. T. & S. F.	7400	80,000	50 ft.	E. J. & E.	1302	60,000	32 ft. 10 in.
B. R. & P.	800	60,000	29 ft. 10 in.	G. T.	20999	40,000	34 ft.
C. B. & Q.	70002	60,000	27 ft. 6½ in.	G. T.	64900	80,000	35 ft. 9½ in.
C. B. & Q.	29917	60,000	33 ft. 4½ in.				(Outside)
C. B. & Q.	3600	60,000	33 ft. 1½ in.	I. C.	85001	80,000	35 ft. 6½ in.
C. G. W.	7028	50,000	33 ft. 8 in.	L. P. T. X.	399	20,000	36 ft.
C. I. & L.	2000	80,000	36 ft. 6 in.	T. & P.	4008	60,000	34 ft.
C. M. & St. P.	29990	60,000	35 ft. 1 in.	T. St. L. & W.	5249	60,000	36 ft.
C. & N. W.	13400	60,000	32 ft. 9 in.				

CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,

also in connection with Participating Carriers

LOCAL, JOINT AND PROPORTIONAL FREIGHT TARIFF

—ON—

CLASSES AND COMMODITIES

between

Chicago,	Ill.	Duluth,	Minn.	Fremont,	Nebr.
Peoria,	"	Omaha,	Nebr.	Nebraska City,	"
St. Louis,	Mo.	So. Omaha,	"	Kansas City,	Mo.
St. Paul,	Minn.	Lincoln,	"	St. Joseph,	"
Minneapolis,	"	Beatrice,	"	Sioux City,	Iowa.

and points taking same rates,

—also—

STATIONS NAMED EAST OF THE ILLINOIS-INDIANA STATE LINE

and points taking same rates,

—and—

Also All Stations on the C. B. & Q. R. R. Lines West of the Missouri River

—and—

STATIONS ON THE CHICAGO, BURLINGTON & QUINCY RAILROAD

Lines west of the Missouri River.

Issued November 30, 1916.

Effective January 1, 1917.

NOTE 1.—It must be understood that this schedule of class and commodity rates is made up of excerpts from actual legally established tariffs of rates, but, for the purposes of this Manual, many of the constructional features of the several tariffs are omitted.

NOTE 2.—Where "proportional rates" are established on page 25, sect. I, in this tariff, such rates apply only to shipments originating at points west of the Mississippi River, (west of St. Louis, Mo., and the Upper Mississippi River Crossings, named in this note) and destined to points in Indiana, Kentucky, Michigan, Ohio, New York, West Virginia, Pennsylvania, Ontario, Can., and also to New York City, N. Y., Boston, Mass., Philadelphia, Pa., Baltimore, Md., Montreal, Que., and other eastern and Canadian cities.

Where "proportional rates" are established on page 26, sect. II, in this tariff, such rates apply only to shipments originating at points named in Index Numbers 1 to 17, both inclusive, on page 26 in this tariff, and destined to points east of the Illinois-Indiana State Line.

UPPER MISSISSIPPI RIVER CROSSINGS.

East Burlington,	Ill.	East Louisiana,	Ill.
East Clinton,	"	Keithsburg,	"
East Dubuque,	"	Quincy,	"
East Ft. Madison,	"	Rock Island,	" and
East Hannibal,	"	Savanna,	"
East Keokuk,	"		

INDEX OF STATIONS FROM AND TO WHICH RATES APPLY

Index No.	Station.	Index No.	Station.
1, 2, 1000. Item 1122. Item 1107. 15. 1, 3, 5, 7, 9, 13, 100, 101, Items } 1101, 1109, 1110, 1116, 1117. }	Atlanta, Ga. Baltimore, Md. Buffalo, N. Y. Burlington, Iowa. Chicago, Ills. Crestline, Ohio. Culbertson, Nebr. Cumberland, Md. Des Moines, Iowa.	102, 103, 104, 105, 106, 107, 108, 109, 110, 1000, Items 1101, } 1103, 1111, 1116, 1117, 1118. } 3, 4, Item 1103. 5, 6, Item 1116. Item 1121. 101, 104. Item 1115. Item 1101.	E. St. Louis, Ills. Exeter, Nebr. Fairmount, Nebr. Ft. Morgan, Colo. Ft. Wayne, Ind. Haigler, Nebr. Harvard, Nebr.
102, Item 1150. Item 1108. 103. Item 1114.			

Index No.	Station	Index No.	Station
7, 8, Items 1102, 1110, 1112, } 1118, 1122.	Hastings, Nebr.	Item 1119.	Oxford, Nebr.
Item 1117.	Havelock, Nebr.	Items 1106, 1121.	Peoria, Ills.
9, 10, Items 1104, 1109, 1111, } 1113, 1114.	Holdredge, Nebr.	Item 1120.	Philadelphia, Pa.
105.	Holyoke, Mass.	100, 108, Item 1151.	Piqua, Ohio.
11, 12, 13, 14, 15, Items 1107, } 1122.	Lincoln, Nebr.	12, 16.	Sioux City, Iowa.
Items 1104, 1105.	Minnesota Tfr., Minn.	Item 1113.	So. Omaha, Nebr.
Item 1112.	National Stock Yards, Ills.	109.	Springfield, Mass.
106.	Newark, N. J.	2, 4, 6, 8, 10, 14, 17, 102, 103,	St. Louis, Mo., and points tak-
107.	New York, N. Y.	104, 105, 106, 107, 108, 109,	ing same rates.
Item 1107.	Norfolk, Va.	110, 1000, Items 1101, 1103,	Toledo, Ohio.
11, 16, 17, Items 1100, 1102, } 1106, 1108, 1113, 1115, 1119, } 1121, 1122, 1200.	Omaha, Nebr.	1111, 1116, 1117, 1118, 1119,	Winnipeg, Man.
		1120, 1150, 1151.	Yuma, Colo.
		Item 1105.	
		Item 1100.	

INDEX OF COMMODITIES

Commodity	Item	Commodity	Item
Alfalfa Meal	1100	Iron, Scrap	1110
Apples	1101	Live Stock	1112, 1113, 1114
Eggs	1103	Paper, Waste	1116
Emigrant Movables	1104, 1105	Pulp, Beet	1118
Feed, Stock	1106	Seed, Alfalfa	1119, 1120
Grain and Grain Products	1102, 1107, 1115, 1122	Syrup, Refuse Beet,	1121
Hay	1108	Vegetables	1117
Hides	1109, 1111		

Item Rules and Regulations Governing Application of Rates.

1250 Stock Feed at Missouri River Crossings. Mixing. Whenever refuse molasses is used in the manufacture of mixed live stock feed, with any of the articles listed below, the rates on the refuse molasses so used in such manufacture will be the balance of the through rate from point of origin to point of final destination, but this rule applies only when such refuse molasses originates at points on the C. B. & Q. R. R. in Colorado or is received from connections at Denver, Colorado, and originates beyond, provided, however, that the proper surrender of inbound expense bills shall be made to the policing body, the Western Weighing and Inspection Bureau, and, the rates on all other commodities used in mixture will be the re-shipping or proportional rates in effect in this tariff.

Commodities: Alfalfa Meal, Cottonseed Meal, Cottonseed Cake, Cottonseed Hulls, Grain, Grain Products, Refuse from mills and elevators.

1251 Live Stock. Stockers and Feeders. Rates to Apply. Live stock, consisting of stockers or feeders, the rates on same shall be seventy-five (75) per cent of the live stock rate on market or fat cattle.

1252 Live Stock. Minimum Weights. Minimum weights for live stock where rates are in cents per 100 pounds.

Cars 34 ft. or under, inside measurement.....	20,500 lbs.
Cars over 34 ft. and not over 36 ft. 7 in. inside measurement.....	22,000 lbs.
Cars over 36 ft. 7 in. and not over 40 ft. inside measurement.....	24,000 lbs.
Cars over 40 ft. in length inside measurement.....	26,000 lbs.

THE TRAFFIC MANUAL

Item	Rules and Regulations Governing Application of Rates.	
1253	Hay, baled, Minimum Weight.	The minimum weight on baled hay shall be, when loaded in cars: Under 30 ft., inside length 16,000 lbs. 30 ft. and not over 34 ft. 17,000 lbs. Over 34 ft. and not over 36 ft. 6 in. 19,000 lbs. Over 36 ft. 6 in. and not over 42 ft. 24,000 lbs. Over 42 ft. 30,000 lbs.
1254	Seed, Alfalfa. Minimum Weight.	Minimum weight on Alfalfa Seed shall be 40,000 pounds when sacked. In bulk the minimum weight shall be the capacity of the car.
1255	Refuse Syrup, Molasses. Minimum Weight.	Minimum weight on refuse syrup or molasses when loaded in tank cars will be the actual weight when loaded to full visible capacity, but not to exceed the weight carrying capacity of car. When tank is not loaded to full visible capacity, minimum weight will be the weight carrying capacity of car.
1256	Grain, Wheat. Minimum Weight.	Minimum weight on wheat when loaded in bulk will be the capacity of the car, when loaded to full visible capacity or to grain line. When car is loaded to full visible capacity and actual weight is less than the truck carrying capacity, the actual weight will apply.
1257	Milling Ratios.	All wheat given milling in transit privileges will be computed on the following basis: 70 per cent flour, 29 per cent by-products, 1 per cent loss, and, when such products secured from milling are reshipped, inbound expense bills covering the movement of the wheat into transit must be surrendered and a correct statement furnished carrier or its representative showing percentages used and balances.

SECTION 1.

TABLE OF CLASS RATES.

IF RATES IN SECTIONS 4 OR 5 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 4 OR 5 WILL APPLY.

Rates in cents per 100 pounds.
Governed by Official Classification.

Index	From	To	Classes					
			1	2	3	4	5	6
100	Chicago, Ill.	Piqua, Ohio	42.0	35.5	27.5	18.5	14.5	11.5
101	Chicago, Ill.	Ft. Wayne, Ind.	29.9	26.3	21.0	14.2	11.0	8.9
102	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Crestline, Ohio	55.1	47.3	35.2	22.9	20.2	16.8
103	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Cumberland, Md.	73.8	63.9	49.1	34.5	29.2	24.6
104	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Ft. Wayne, Ind.	45.2	38.3	28.9	20.0	16.3	13.7
105	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Holyoke, Mass.	99.2	85.9	66.4	47.1	39.5	32.8
106	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Newark, N. J.	92.2	79.9	61.4	43.1	36.5	30.8
107	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	New York City, N. Y...	92.2	79.9	61.4	43.1	36.5	30.8
108	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Piqua, Ohio	47.8	41.0	31.0	22.1	18.4	15.2
109	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Springfield, Mass.	99.2	85.9	66.4	47.1	39.5	32.8
110	St. Louis, Mo., and Upper Mississippi River Crossings, Proportional.	Toledo, Ohio	48.3	41.5	32.0	21.8	18.7	15.8

SECTION II.
TABLE OF CLASS RATES.

IF RATES IN SECTIONS 4 OR 6 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 4 OR 6 WILL APPLY.

Rates in cents per 100 pounds.
Governed by Western Classification.

Index	Between	And		Classes									
				1	2	3	4	5	A	B	C	D	E
1	Atlanta, Nebr.	Chicago, Ills.	.....	122.0	100.6	74.2	57.6	46.2	53.0	42.6	28.8	24.0	18.2
2	Atlanta,	Mississippi River Crossings, Proportional.	.....	96.0	74.6	61.2	49.6	39.2	43.0	33.6	35.8	30.5	24.2
3	Exeter,	Chicago, Ills.	.....	117.0	97.2	71.4	55.2	44.4	51.0	41.2	34.6	29.5	23.5
4	Exeter,	Mississippi River Crossings, Proportional..	.....	97.0	77.2	61.4	50.2	39.4	43.5	33.7	29.6	24.3	18.5
5	Fairmount,	Chicago, Ills.	.....	118.0	98.0	72.1	55.8	44.8	51.5	41.5	34.9	25.9	23.5
6	Fairmount,	Mississippi River Crossings, Proportional..	.....	93.0	74.0	59.1	47.8	37.8	41.5	32.5	27.9	23.2	18.6
7	Hastings,	Chicago, Ills.	.....	125.0	104.0	77.0	60.0	48.0	55.0	44.0	37.0	31.5	24.8
8	Hastings,	Mississippi River Crossings, Proportional..	.....	100.0	80.0	64.0	52.0	41.0	45.0	35.0	30.0	25.0	18.8
9	Holdredge,	Chicago, Ills.	.....	139.0	115.9	86.8	68.4	54.3	62.0	48.9	41.2	34.7	27.0
10	Holdredge,	Mississippi River Crossings, Proportional..	.....	114.0	91.9	73.8	60.4	47.3	52.0	39.9	34.2	28.2	21.0
11	Lincoln,	Omaha, Nebr.	.....	33.0	28.0	23.1	19.8	14.8	16.5	11.5	9.9	8.2	5.6
12	Lincoln,	Sioux City, Iowa	.....	50.0	42.5	35.0	30.0	22.5	25.0	17.5	15.0	12.5	8.5
13	Lincoln,	Chicago, Ills.	.....	85.0	70.0	49.0	36.0	30.0	35.0	30.0	25.0	21.5	19.0
14	Lincoln,	Mississippi River Crossings, Proportional..	.....	60.0	46.0	36.0	28.0	23.0	25.0	21.0	18.0	15.0	13.0
15	Lincoln,	Burlington, Iowa	.....	65.0	50.0	39.0	31.0	25.0	27.5	22.5	20.0	16.5	14.0
16	Omaha,	Sioux City, Iowa	.....	24.8	20.9	16.3	12.3	8.7	9.4	8.6	7.4	6.2	5.0
17	Omaha,	Mississippi River Crossings, Proportional..	.....	55.0	41.0	32.0	24.0	20.0	22.0	18.0	15.0	12.0	10.0

SECTION III.
TABLE OF CLASS RATES.

Rates in cents per 100 pounds.
Governed by Southern Classification.

Index	From	To		Classes									
				1	2	3	4	5	6	A	B	C	D
1000	E. St. Louis, Ill., St. Louis, Mo.	Atlanta, Ga.....		130	111	98	80	66	54	39	46	36	30

SECTION IV.
COMMODITY RATES.

IF RATES IN SECTIONS 1, 2 OR 6 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 1, 2 OR 6 WILL APPLY.

Rates in cents per 100 pounds except
where otherwise noted.
Governed by Western Classification.

Item	Article	From	To	Rates
1100	Alfalfa Meal, C. L., min. wt. 36,000 lbs.	Yuma, Colo.	Omaha, Nebr.	20.0
1101	Apples, boxed.	Harvard, Nebr. Harvard, Nebr.	Miss. River Crossings (Proportional) Chicago, Ill.	35.6 40.6
1102	Bran, C. L., min. wt. 40,000 lbs.	Hastings, Nebr.	Omaha, Nebr.	5.95
1103	Eggs, as described in current Western Classification.	Exeter, Nebr.	St. Louis, Mo., and points taking same rates.	15 cents per 100 pounds less than 3rd class rates.
1104	Emigrant Movables, C. L., min. wt. 20,000 lbs.	Holdredge, Nebr.	Minnesota Transfer, Minn.	35.0
1105	Emigrant Outfit, per car, min. wt. of 24,000 lbs.	Minnesota Tfr.	Winnipeg, Man.	\$35.00 per car
1106	Stock Feed, Molasses, subject to Item 1250.	Omaha, Nebr.	Peoria, Ill.	9.5

THE TRAFFIC MANUAL

Rates in cents per 100 pounds except where otherwise noted.
Governed by Western Classification.

Item	Article	From	To	Rates
1107	Flour, C. L., min. wt. 40,000 lbs.	Lincoln, Nebr. Lincoln, Nebr.	Buffalo, N. Y. Norfolk, Va. (for Export)	30.65 34.25
1108	Hay, Alfalfa, baled, C. L., min. wt. as per Item 1253	Culbertson, Nebr.	Omaha, Nebr.	16.5
1109	Cattle, Horse, Goat, Sheep Hides, C. L., min. wt. 26,000 lbs.	Holdredge, Nebr.	Chicago, Ill.	53
1110	Iron, Scrap, C. L., min. wt. 50,000 lbs.	Hastings, Nebr.	Chicago, Ill.	3.5 cents per 100 pounds less than Class "D" rates.
1111	Cattle, Horse, Goat, Sheep Hides, C. L., min. wt. 26,000 lbs.	Holdredge, Nebr.	St. Louis, Mo., and Miss. River Crossings (Proportional).	46.0
1112	Live Stock, Hogs, as described in Item No. 1252.	Hastings, Nebr.	National Stock Yards, Ill.	32.0
1113	Live Stock, governed by Item No. 1252.	Holdredge, Nebr.	Omaha, Nebr., So. Omaha, and points taking same rates.	12.75
1114	Live Stock, governed by Items Nos. 1251, 1252.	Holdredge, Nebr.	Des Moines, Iowa.	27.0
1115	Oats, bulk, C. L., min. wt. 10% less than marked capacity of car.	Haigler, Nebr.	Omaha, Nebr.	13.6
1116	Paper, Waste, C. L., min. wt. 24,000 lbs., subject to Rule 6-B.	Fairmount, Nebr. Fairmount, Nebr.	Chicago, Ill. Miss. River Crossings (Proportional).	2.5 cents per 100 pounds less than sixth-class rates.
1117	Potatoes, C. L., min. wt. 30,000 lbs.	Havelock, Nebr. Havelock, Nebr.	Miss. River Crossings (Proportional). Chicago, Ill.	19.5 24.5
1118	Refuse Pulp, Beet (wet), C. L., min. wt. 36,000 lbs.	Hastings, Nebr.	Miss. River Crossings (Proportional).	17.5
1119	Seed, Alfalfa, C. L., min. wt. per Item No. 1254.	Oxford, Nebr. Omaha, Nebr.	Omaha, Nebr. St. Louis, Mo.	34.0 24.5
1120	Seed, Alfalfa, C. L., min. wt. per Item No. 1254.	Oxford, Nebr.	Philadelphia, Pa.	34.5
1121	Refuse, Beet Syrup, in tank cars, C. L., min. wt. subject to Item No. 1255.	Ft. Morgan, Colo. Ft. Morgan, Colo.	Omaha, Nebr. Peoria, Ill.	25 27.5
1122	Wheat, bulk, C. L., min. wt. as per Item No. 1256.	Hastings, Nebr.	Lincoln, Nebr. Omaha, Nebr. Baltimore, Md. (for Export).	11.5 13.6 45.4

SECTION V.
COMMODITY RATES.

IF RATES IN SECTION 1 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTION 1 WILL APPLY.

Rates in cents per 100 pounds except where otherwise noted.
Governed by Official Classification.

Item	Article	From	To	Rates
1150	Refuse Pulp, Beet, C. L., min. wt. 40,000 lbs.	St. Louis, Mo., and Upper Mississippi River Crossings (Proportional).	Crestline, Ohio.	11.8
1151	Wool and Angora Goat Hair (Mohair) in grease, C. L., min. wt. 16,000 lbs. subject to Rule 27.	St. Louis, Mo., East St. Louis, Ill., and Upper Mississippi River Crossings, (Proportional).	Piqua, Ohio.	39.4

SECTION VI.

MILEAGE SCALE OF RATES

IF RATES IN SECTIONS 2 OR 4 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 2 OR 4 WILL APPLY.

Rates in cents per 100 pounds.
Governed by Western Classification.

Miles	Classes									
	1	2	3	4	5	A	B	C	D	E
5	23.0	19.5	16.1	13.8	10.3	11.5	8.0	6.9	5.7	3.9
10	24.0	20.4	16.8	14.4	10.8	12.0	8.4	7.2	6.0	4.1
15	25.0	21.2	17.5	15.0	11.2	12.5	8.7	7.5	6.2	4.2
20	26.0	22.1	18.2	15.6	11.7	13.0	9.1	7.8	6.5	4.4
25	27.0	22.9	18.9	16.2	12.1	13.5	9.4	8.1	6.7	4.6
30	28.0	23.8	19.6	16.8	12.6	14.0	9.8	8.4	7.0	4.8
35	29.0	24.6	20.3	17.4	13.0	14.5	10.1	8.7	7.2	4.9
40	30.0	25.6	21.0	18.0	13.5	15.0	10.5	9.0	7.5	5.1
45	31.0	26.3	21.7	18.6	13.9	15.5	10.8	9.3	7.7	5.3
50	32.0	27.2	22.4	19.2	14.4	16.0	11.2	9.6	8.0	5.4
55	33.0	28.0	23.1	19.8	14.8	16.5	11.5	9.9	8.2	5.6
60	34.0	28.9	23.8	20.4	15.3	17.0	11.9	10.2	8.5	5.8
65	35.0	29.7	24.5	21.0	15.7	17.5	12.2	10.5	8.7	5.9
70	36.0	30.6	25.2	21.6	16.2	18.0	12.6	10.8	9.0	6.1
75	37.0	31.4	25.9	22.2	16.6	18.5	12.9	11.1	9.2	6.3
80	38.0	32.3	26.6	22.8	17.1	19.0	13.3	11.4	9.5	6.5
85	39.0	33.1	27.3	23.4	17.5	19.5	13.6	11.7	9.7	6.6
90	40.0	34.0	28.0	24.0	18.0	20.0	14.0	12.0	10.0	6.8
95	41.0	34.8	28.7	24.6	18.4	20.5	14.3	12.3	10.2	7.0
100	42.0	35.7	29.4	25.2	18.9	21.0	14.7	12.6	10.5	7.1
105	43.0	36.6	30.1	25.8	19.4	21.5	15.1	12.9	10.7	7.5
110	44.0	37.5	30.8	26.4	19.8	22.0	15.5	13.2	11.0	7.6
115	45.0	38.4	31.5	27.0	20.3	22.5	15.8	13.5	11.2	7.8
120	46.0	39.2	32.2	27.6	20.7	23.0	16.1	13.8	11.5	8.0
125	47.0	40.1	32.9	28.2	21.1	23.5	16.5	14.1	11.7	8.3
130	48.0	40.9	33.6	28.8	21.6	24.0	16.8	14.4	12.0	8.5
135	49.0	42.8	34.3	29.4	22.0	24.5	17.2	14.7	12.2	8.8
140	50.0	43.6	35.0	30.0	22.5	25.0	17.5	15.0	12.5	9.1

DISTANCE BETWEEN STATIONS.

Item	Between	and	Miles
		Haigler, Nebr.	356
		"	294
		Oxford	229
		Atlanta	214
		Holdredge	206
		Hastings	155
		Harvard	139
		Sutton	126
		Grafton	118
		Fairmount	111
		Exeter	104
		Lincoln	55
		Havelock	50
		Waverly	43
		Ashland	31
1200	Omaha, Nebr.	Emerson, Iowa	49
		Villisca	73
		Creston	107

THE TRAFFIC MANUAL

SUPPLEMENT NO. 1

**CHICAGO, BURLINGTON & QUINCY RAILROAD CO.,
also in connection with Participating Carriers
LOCAL, JOINT AND PROPORTIONAL FREIGHT TARIFF**

LOCAL, JOINT AND PROPORTIONAL FREIGHT TARIFF

CLASSES AND COMMODITIES

between

Chicago,	Ill.	Duluth,	Minn.	Fremont,	Nebr.
Peoria,	"	Omaha,	Nebr.	Nebraska City,	"
St. Louis,	Mo.	So. Omaha,	"	Kansas City,	Mo.
St. Paul,	Minn.	Lincoln,	"	St. Joseph,	"
Minneapolis,	"	Beatrice,	"	Sioux City,	Iowa.

and points taking same rates,

—also—

STATIONS NAMED EAST OF THE ILLINOIS-INDIANA STATE LINE

and points taking same rates,

—and—

Also All Stations on the C. B. & Q. R. R. Lines West of the Missouri River

—and—

STATIONS ON THE CHICAGO, BURLINGTON & QUINCY RAILROAD

Lines west of the Missouri River.

Issued November 30, 1916.

Effective January 1, 1917.

INDEX OF STATIONS FROM AND TO WHICH RATES APPLY

Index No.	Station.	Index No.	Station.
201.	Boston, Mass.	20,	Omaha, Nebr.
Item 1107A.	Buffalo, N. Y.	Item 1120A.	Oxford, Nebr.
18, 20, 21, 111, 112, 113, 114, 115, 205, Item 1116A.	Chicago, Ill.	Item 1120A.	Philadelphia, Pa.
202.	Chillicothe, Ohio.	Item 1151A.	Piqua, Ohio.
203.	Cincinnati, Ohio.	19, 22, 201, 206, Items	{ St. Louis, Mo.,
111.	Cumberland, Md.	1116A, 1151A.	and Upper
203.	Detroit, Mich.		Miss. River
Item 1116A.	Fairmount, Nebr.		Crossings
202.	Farmer City, Ill.		
Item 1107A.	Hastings, Nebr.	23.	Sioux City, Ia.
18, 19.	Havelock, Nebr.	21, 22.	Sutton, Nebr.
115.	Holyoke, Mass.		
204.	Ida, Mich.	114, 205, 206.	Toledo, Ohio.
23, Item 1107A.	Lincoln, Nebr.	204.	Way, Wis.
112.	Newark, N. J.		
113.	New York City, N. Y.		
Item 1107A.	Norfolk, Va.		

Item	Rules and Regulations governing Application of Rates.	
1258	Routing Shipments via Minnesota Transfer.	Rates named in Items 1104 and 1105, in Section IV of original tariff, apply only via Omaha, Nebr., C. St. P. M. & O. Ry. to Minnesota Transfer, Minn., and G. N. R. R. to Winnipeg, Man.: if routed C. B. & Q. R. R. to Minnesota Transfer, Minn., higher class rates will apply.
1259	Per diem Charges.	Under the rules of the American Railway Association governing service of foreign cars the per diem charge (per day charge) for each day, or fraction thereof, such cars are in the possession of other than the owning line, is 75 cents per car.
1260	Track Storage Charges.	Cars held for loading, unloading, inspection, reconsignment or switching orders, on tracks other than private or industrial tracks of the Chicago, Burlington & Quincy Railroad will be subject to track storage charges as per schedule below: Track Storage Charges (Sunday and Holidays Excepted). 1. No charge will be made for the first forty-eight (48) hours after car is placed on track. (Time to be computed from first 7:00 a. m. after placement, and after the day on which notice has been sent.) 2. For next succeeding two (2) days the charge will be one dollar (\$1.00) per car per day. or fraction thereof. 3. For each succeeding day the charge will be two dollars (\$2.00) per car per day or fraction thereof. 4. The foregoing track storage charges are in addition to the regular car demurrage charges lawfully on file with the Interstate Commerce Commission and subject to the rules and provisions thereof, relating to serving of notices and exemptions for detention through causes named therein.

Application of Rates on Intrastate Traffic in Nebraska.

- 1261 Intrastate Traffic in Nebraska. Intrastate shipments moving between points within the State of Nebraska are governed only by the Nebraska Classification, excerpts from which are contained in the Laboratory Traffic Manual under the heading of "Nebraska Classification Ratings," and should be applied in connection with the Maximum Class Rates for Intrastate Traffic within the State of Nebraska shown in Section VII of this supplement, in connection with the following table of distances:

Table of Distances Between Nebraska Stations.

From	To	Miles
Hastings, Nebr.	Ashland, Nebr.	124
Hastings, Nebr.	Fairmount, Nebr.	44
Hastings, Nebr.	Omaha, Nebr.	155
Lincoln, Nebr.	Waverly, Nebr.	12
Ashland, Nebr.	Omaha, Nebr.	31
Fairmount, Nebr.	Omaha, Nebr.	111

- 1262 Absorption of Switching Charges. Switching charges will be absorbed by the C. B. & Q. R. R. at Omaha, Nebr., when assessed by terminal or connecting lines on carload shipments rebilled to competitive destinations, or when the rate on such rebilled carload shipments is equal to the rate to Mississippi River Crossings or higher.

- 1263 Grain Milled in Transit. On Grain milled in transit the through rate from point of origin of the Grain to ultimate destination of the Product will be that in effect (at the time shipment leaves point of origin) on the Grain or Product (whichever is higher) from the original point of shipment or the mill station (whichever is higher), via the route traversed to ultimate destination, but in no case lower than the rate on Grain or Product (whichever is higher) from the original point of shipment to the transit station.
Rates named in this tariff as applying on Grain and Grain Products, in carloads, include the following:
- | | | |
|------------------|----------------|----------------|
| Wheat, | Crushed Wheat, | Rolled Wheat, |
| Wheat Flour, | Cracked Wheat, | Bran, |
| Wheat Bran, | Bran, | Shorts, |
| Wheat Shorts, | Shorts, | Chops, or |
| Wheat Chops, | Chops, or | Middlings; and |
| Wheat Middlings, | Middlings, | Graham Flour, |

- 1264 Refrigeration Icing and Salting Regulations and Charges on Packing House Products. A charge at the rate of \$2.50 per ton will be made whenever ice or ice and salt are furnished by the carrier as a preservative of shipments of packing house products and fresh meats requiring refrigeration or preservation in transit, in accordance with the rules of the Western Classification.

- 1265 Reconsignment Charges at Omaha, Nebr., on Hay and Straw. Hay and Straw, in carloads, brought into Omaha, Nebr., via the C. B. & Q. R. R., will be switched from the inspection track to final destination within the Omaha Switching District free, provided reconsigning orders are filed within twenty-four (24) hours from first 7:00 a. m. after placement or bulletining on such inspection track.
When reconsigning orders are filed after expiration of free time provided above, a charge of \$2.00 per car will be made for reconsigning.

SECTION I.
TABLE OF CLASS RATES.

IF RATES IN SECTIONS 4 OR 5 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 4 OR 5 WILL APPLY.

Rates in Cents per 100 Pounds.
Governed by Official Classification.

Index	From	To	Classes					
			1	2	3	4	5	6
111	Chicago, Ill.	Cumberland, Md.	63.0	54.6	42.0	28.6	25.2	21.0
112	Chicago, Ill.	Newark, N. J.	78.8	68.3	52.5	36.8	31.5	26.3
113	Chicago, Ill.	New York City, N. Y.	78.8	68.3	52.5	36.8	31.5	26.3
114	Chicago, Ill.	Toledo, Ohio	38.9	33.6	25.7	16.8	13.7	10.5
115	Chicago, Ill.	Holyoke, Mass.	85.8	74.3	57.5	40.8	34.5	28.3

THE TRAFFIC MANUAL

SECTION II.

TABLE OF CLASS RATES.

IF RATES IN SECTIONS 4 OR 6 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 4 OR 6 WILL APPLY.

Rates in Cents per 100 Pounds.
Governed by Western Classification.

Index	Between	And	Classes.									
			1	2	3	4	5	A	B	C	D	E
18	Havelock, Nebr.	Chicago, Ill.....	85.0	70.0	49.0	36.0	30.0	35.0	30.0	25.0	21.8	19.0
19	Havelock, Nebr.	Mississippi River Crossings, Proportional	60	46	36	28	23	25	21	18	15	13
20	Omaha, Nebr.	Chicago, Ill.....	85	70	49	36	30	35	30	25	21.5	19
21	Sutton, Nebr.	Chicago, Ill.....	120	101	77	57	47	52	42	35	28.5	23
22	Sutton, Nebr.	Mississippi River Crossings, Proportional	95	77	64	49	40	42	33	28	22	17
23	Lincoln, Nebr.	Sioux City, Iowa..	40	35	25	22.5	17.5	17	15	12.5	10	8.5

SECTION IV.

COMMODITY RATES.

IF RATES IN SECTIONS 1, 2 OR 6 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 1, 2 OR 6 WILL APPLY.

Rates in Cents per 100 Pounds.
Governed by Western Classification.

Item	Article	From	To	Rates
ADDITION—(Refer to Item 1107 of the original tariff, page 27, and change same to read as follows):				
1107A	Flour, C. L., min. wt. 40,000 lbs.	Lincoln, Nebr.	Buffalo, N. Y.	30.65
		Lincoln, Nebr.	Norfolk, Va. (for Export).	34.25
	Grain (except wheat) and Grain Products, C. L., min. wt. 40,000 lbs. (per Item 1263).	Hastings, Nebr.	Buffalo, N. Y.	38.6
	Wheat, C. L., min. (per Item 1256).	Hastings, Nebr.	Norfolk, Va. (for Export).	41.0
		Hastings, Nebr.	Buffalo, N. Y.	37.1
		Hastings, Nebr.	Norfolk, Va. (for Export).	39.5

CHANGE—(Refer to Item 1116 of the original tariff, page 27, and change same to read as follows):

1116A	Paper, Waste, C. L., min. wt. 24,000 lbs., subject to Rule 6-B.	Fairmount, Nebr.	Chicago, Ill.	2.5
		Fairmount, Nebr.	Miss. River Crossings (Proportional).	cents per 100 pounds less than class C rates

ADDITION—(Refer to Item 1120 of the original tariff, page 27, and change same to read as follows):

1120A	Seed, Alfalfa, C. L., min. wt. per Item No. 1254.	Oxford, Nebr.	Philadelphia, Pa.	34.5
		Omaha, Nebr.	Philadelphia, Pa.	32.4

CHANGE—(Refer to Item 1151 of the original tariff, page 27, and change same to read as follows):

1151A	Wool and Angora Goat Hair (Mohair) in grease, C. L., min. wt. 16,000 lbs. (subject to Rule 27).	St. Louis, Mo.	Piqua, Ohio.	29.4
		East St. Louis, Ill., and Upper Mississippi River Crossings (Proportional).		

SECTION VI.

MILEAGE SCALE OF RATES

IF RATES IN SECTIONS 2 OR 4 MAKE A LOWER CHARGE ON ANY SHIPMENT THAN THE RATES SHOWN IN THIS SECTION, RATES IN SECTIONS 2 OR 4 WILL APPLY.

Item Application of Interstate Rates Table of Interstate Distances.

ADDITION—(Refer to Item 1200 of the original tariff, page 28, and add thereto the following):

From	To	Miles	In computing mileages between interstate points use the following table of distances:	
			Table of Interstate Distances.	Item
Fairmount, Nebr.	Cumberland, Ia.	258.0		
Hastings, Nebr.	Chicago, Ill.	651.0		
Sutton, Nebr.	Chicago, Ill.	622.0		
Sutton, Nebr.	St. Louis, Mo.	545.0		
Chicago, Ill.	New York City, N. Y.	924.9		
Chicago, Ill.	Springfield, Mass.	938.52		
St. Louis, Mo.	New York City, N. Y.	1,053.8		
Omaha, Nebr.	Burlington, Ia.	290.0		

ADDITIONS TO INTERSTATE DISTANCE CLASS RATES.

Rates in Cents Per 100 Pounds.
Governed by Western Classification.

Miles	1	2	3	4	5	A	B	C	D	E
150	52	44.2	36.4	31.2	23.4	26.0	18.2	15.6	13.0	9.1
160	54	45.9	37.8	32.4	24.3	27.0	18.9	16.2	13.5	9.2
170	56	47.6	39.2	33.6	25.2	28.0	19.6	16.8	14.0	9.5
180	58	49.3	40.6	34.8	26.1	29.0	20.3	17.4	14.5	9.9
190	60	51.0	42.0	36.0	27.0	30.0	21.0	18.0	15.0	10.2
200	62	52.7	43.4	37.2	27.9	31.0	21.7	18.6	15.5	10.5
220	65	55.2	45.5	39.0	29.2	32.5	22.7	19.5	16.2	11.0
240	68	57.8	47.6	40.8	30.6	34.0	23.8	20.4	17.0	11.6
260	71	60.3	49.7	42.6	31.9	35.5	24.9	21.3	17.7	12.1
280	74	62.9	51.8	44.4	33.3	37.0	25.9	22.2	18.5	12.6
300	77	65.4	53.9	46.2	34.6	38.5	26.9	23.1	19.2	13.1
320	80	68.0	56.0	48.0	36.0	40.0	28.0	24.0	20.0	13.6
340	83	70.5	58.1	49.8	37.3	41.5	29.0	24.9	20.7	14.1
360	86	73.1	60.2	51.6	38.7	43.0	30.1	25.8	21.5	14.6
380	89	75.6	62.3	53.4	40.0	44.5	31.1	26.7	22.2	15.1
400	92	78.2	64.4	55.2	41.4	46.0	32.2	27.6	23.0	15.6
420	95	80.7	66.5	57.0	42.7	47.5	33.2	28.5	23.7	16.1
440	98	83.3	68.6	58.8	44.1	49.0	34.3	29.4	24.5	16.7
460	101	85.8	70.7	60.6	45.4	50.5	35.3	30.3	25.2	17.2
480	104	88.4	72.8	62.4	46.8	52.0	36.4	31.2	26.0	17.7
500	107	90.9	74.9	64.2	48.1	53.5	37.5	32.1	26.7	18.2
520	110	93.5	77.0	66.0	49.5	55.0	38.5	33.0	27.5	18.7
540	113	96.0	79.1	67.8	50.8	56.5	39.5	33.9	28.2	19.2
560	116	98.6	81.2	69.6	52.2	58.0	40.6	34.8	29.0	19.7
580	119	101.1	83.3	71.4	53.5	59.5	41.6	35.7	29.7	20.2
600	122	103.7	85.4	73.2	54.9	61.1	42.7	36.6	30.6	20.7
620	125	106.2	87.5	75.0	56.2	62.5	43.7	37.5	31.2	21.2
640	128	108.8	89.6	76.8	57.6	64.0	44.8	38.4	32.0	21.8
660	131	111.3	91.7	78.6	58.9	65.5	45.8	39.3	32.7	22.3
680	134	113.9	93.8	80.4	60.3	67.0	46.9	40.2	33.5	22.8
700	137	116.4	95.9	82.2	61.6	68.5	47.9	41.1	34.2	23.3

Where rates are not shown for the exact distance, use rates for next greater distance.
.5 of a mile and under will not be counted; over .5 will be considered 1 mile.

SECTION VII.

MAXIMUM DISTANCE CLASS RATES APPLYING ON INTRASTATE TRAFFIC BETWEEN POINTS IN THE STATE OF NEBRASKA.

Where the rates for exact distances are not shown, the rate for the next greater distance will apply.

Miles

Rates in Cents Per 100 Pounds.
Governed by Nebraska Classification.

From	To	1st	2d	3d	4th	5th	A	B	C	D	E
0	5	12	10.2	8.4	6.6	4.8	5.4	4.2	3.6	3	2.4
5	10	13	11	9.1	7.1	5.2	5.8	4.5	3.9	3.2	2.6
10	15	14	11.9	9.8	7.7	5.6	6.3	4.9	4.2	3.5	2.8
15	20	15	12.7	10.5	8.2	6	6.7	5.2	4.5	3.7	3
20	25	16	13.6	11.2	8.8	6.4	7.2	5.6	4.8	4	3.2
25	30	17	14.4	11.9	9.4	6.8	7.6	5.9	5.1	4.2	3.4
30	35	18	15.3	12.6	9.9	7.2	8.1	6.3	5.4	4.5	3.6
35	40	19	16.2	13.3	10.4	7.6	8.5	6.6	5.7	4.7	3.8
40	45	20	17.1	14	11	8	9	7	6	5	4
45	50	21	17.9	14.7	11.5	8.4	9.4	7.3	6.3	5.2	4.2
50	55	22	18.7	15.4	12.1	8.8	9.9	7.7	6.6	5.5	4.4
55	60	23	19.5	16.1	12.7	9.2	10.3	8	6.9	5.7	4.6
60	65	24	20.4	16.8	13.2	9.6	10.8	8.4	7.2	6	4.8
65	70	25	21.3	17.5	13.7	10	11.2	8.7	7.5	6.2	5
70	75	26	22.2	18.2	14.3	10.4	11.7	9.7	7.8	6.5	5.2
75	80	27	23	18.9	14.8	10.8	12.1	9.4	8.1	6.7	5.4
80	85	28	23.8	19.6	15.4	11.2	12.6	9.8	8.4	7	5.6
85	90	29	24.7	20.3	16	11.6	13	10.1	8.7	7.2	5.8
90	95	30	25.6	21	16.5	12	13.5	10.5	9	7.5	6
95	100	31	26.4	21.7	17	12.4	13.9	10.8	9.3	7.7	6.2
100	105	32	27.2	22.4	17.6	12.8	14.4	11.2	9.6	8	6.4
105	110	33	28	23.1	18.1	13.2	14.8	11.5	9.9	8.2	6.6
110	115	34	28.9	23.8	18.7	13.6	15.3	11.9	10.2	8.5	6.8
115	120	35	29.8	24.5	19.2	14	15.7	12.2	10.5	8.7	7
120	125	36	30.6	25.2	19.8	14.4	16.2	12.6	10.8	9	7.2
125	130	37	31.5	25.9	20.4	14.8	16.6	12.9	11.1	9.2	7.4
130	135	38	32.4	26.6	20.9	15.2	17.1	13.3	11.4	9.5	7.6

THE TRAFFIC MANUAL

SECTION VII. (Continued).

MAXIMUM DISTANCE CLASS RATES APPLYING ON INTRASTATE TRAFFIC BETWEEN POINTS IN THE STATE OF NEBRASKA

Where the rates for exact distances are not shown, the rate for the next greater distance will apply.

Miles

Rates in Cents Per 100 Pounds.
Governed by Nebraska Classification.

From	To	1st	2d	3d	4th	5th	A	B	C	D	E
135	140	39	33.2	27.3	21.5	15.6	17.5	13.6	11.7	9.7	7.8
140	145	40	34	28	22	16	18	14	12	10	8
145	150	41	34.8	28.7	22.5	16.4	18.4	14.3	12.3	10.2	8.2
150	155	42	35.7	29.4	23.1	16.8	18.9	14.7	12.6	10.5	8.4
155	160	43	36.6	30.1	23.7	17.2	19.3	15	12.9	10.7	8.6
160	165	44	37.5	30.8	24.2	17.6	19.8	15.4	13.2	11	8.8
165	170	45	38.3	31.5	24.8	18	20.2	15.7	13.5	11.2	9
170	175	46	39.1	32.2	25.3	18.4	20.7	16.1	13.8	11.5	9.2
175	180	47	40	32.9	25.8	18.8	21.1	16.4	14.1	11.7	9.4
180	185	48	40.8	33.6	26.4	19.2	21.6	16.8	14.4	12	9.6
185	190	49	41.6	34.3	26.9	19.6	22	17.1	14.7	12.1	9.8
190	195	50	42.5	35	27.5	20	22.5	17.5	15	12.5	10
195	200	51	43.3	35.7	28	20.4	22.9	17.8	15.3	12.7	10.2
200	210	52	41.1	36.4	28.6	20.8	23.4	18.2	15.6	13	10.4
210	220	53	45	37.1	29.1	21.2	23.8	18.5	15.9	13.2	10.6
220	230	54	45.9	37.8	29.7	21.6	24.3	18.9	16.2	13.5	10.8
230	240	55	46.7	38.5	30.2	22	24.7	19.2	16.5	13.7	11
240	250	56	47.6	39.2	30.8	22.4	25.2	19.6	16.8	14	11.2
250	260	57	48.4	39.9	31.3	22.8	25.6	19.9	17.1	14.2	11.4
260	270	58	49.3	40.6	31.9	23.2	26.1	20.3	17.4	14.5	11.6
270	280	59	50.1	41.3	32.4	23.6	26.5	20.6	17.7	14.7	11.8
280	290	60	51	42	33	24	27	21	18	15	12
290	300	61	51.8	42.7	33.5	24.4	27.5	21.3	18.3	15.2	12.2
300	320	62	52.7	43.4	34.1	24.8	27.9	21.7	18.6	15.5	12.4
320	340	63	53.5	44.1	34.6	25.2	28.3	22	18.9	15.7	12.6
340	360	64	54.4	44.8	35.3	25.6	28.8	22.4	19.2	16	12.8
360	380	65	55.2	45.5	35.7	26	29.2	22.7	19.5	16.2	13
380	400	66	56.1	46.2	36.3	26.4	29.7	23.1	19.8	16.5	13.2
400	420	67	56.9	46.9	36.8	26.8	30.1	23.4	20.1	16.7	13.4
420	440	68	57.8	47.6	37.4	27.2	30.6	23.8	20.4	17	13.6
440	460	69	58.6	48.3	37.9	27.6	31	24.1	20.7	17.2	13.8
460	480	70	59.5	49	38.5	28	31.5	24.5	21	17.5	14
480	500	71	60.3	49.7	39	28.4	31.9	24.8	21.3	17.7	14.2
500	520	73	62	51.1	40.1	28.8	32.4	25.2	21.6	18	14.4
520	540	74	62.9	51.8	40.7	29.2	32.9	25.6	21.9	18.3	14.6
540	560	75	63.7	52.5	41.2	29.6	33.3	26	22.2	18.7	14.8
560	580	76	64.6	53.2	41.8	30	33.7	26.4	22.5	19.1	15
580	600	77	65.4	53.9	42.3	30.4	34.2	26.8	22.8	19.5	15.2

MINIMUM CHARGE.—The charge on small shipments from one consignor to one consignee at one destination, will be based on actual weight at the rate of the class to which the freight belongs, but IN NO CASE LESS THAN 25 CENTS.

MISCELLANEOUS RATE APPLICATIONS

Index	From	To	Rates in cents per 100 pounds. Governed by Official Classification.					
			Classes					
			1	2	3	4	5	6
201	Boston, Mass.	St. Louis, Mo.	92.2	79.9	61.4	43.1	36.9	30.8
202	Chillicothe, O.	Farmer City, Ill.	45	39	30	21	18	15
203	Cincinnati, O.	Detroit, Mich.	38.5	33.0	24.5	16.5	14.0	11.0
204	Ida, Mich.	Way, Wis.	85.3	72.0	54.0	38.1	31.9	25.3
205	Toledo, O.	Chicago, Ill.	38.9	33.6	25.7	16.8	13.7	10.5
206	Toledo, O.	St. Louis, Mo., and Upper Mississippi River Crossings, Propor-tional	48.3	41.5	32.0	22.1	18.9	14.7

(For Problematic Purposes
use these rules in all states.)

NATIONAL CAR DEMURRAGE RULES AND CHARGES

ADDITIONAL PENALTIES FOR DETENTION OF EQUIPMENT

(Does not apply on Import or Export Traffic)

Applies on Interstate Traffic, also Intrastate Traffic in Alabama, Colorado, Connecticut, Illinois, Indiana, Kentucky, Maine, Maryland, Massachusetts, Michigan, Minnesota, Nevada, New Hampshire, New Jersey, New Mexico, New York, Ohio, Oregon, Pennsylvania, Rhode Island, Tennessee, Vermont, Washington, Wisconsin and Wyoming.

To prevent undue detention of equipment under present emergency, the following additional penalties for detention of equipment will apply:

1. On cars loaded with Lumber held for reconsignment a storage charge of \$10.00 per car will be assessed for each day or fractional part of a day that a car is held for reconsignment after 48 hours after the hour at which free time begins to run under the demurrage rules. (See Note.)

Note—Applies on Lumber, Shingles, Poles, Piling, Mine Timber, Box, Barrel or Crate Material, and other Forest Products not further finished than sawn or dressed and on all Forest Products on which the Lumber rates apply.

2. These charges will be assessed regardless of whether cars are held on railroad hold tracks or delivery tracks, including consignee's or other private sidings, and will be in addition to any existing demurrage and storage charges.

Effective June 1, 1920, expires with close of business November 30, 1920, unless sooner lawfully changed, cancelled or extended, except as shown below. !

Issued on one day's notice under Special Permission of the Interstate Commerce Commission No. 50040 dated May 20, 1920 (amended), and on Intrastate (State) Traffic.

Effective June 8, 1920, on Indiana State Traffic, expires with close of business November 30, 1920, unless sooner lawfully changed, cancelled or extended.

Effective July 5, 1920, on Intrastate Traffic in Kentucky, New Hampshire, New York (1st District), Pennsylvania, Tennessee, Vermont and Washington. Expires with close of business November 30, 1920, unless sooner lawfully changed, cancelled or extended

RULE I

Cars Subject to Rules

Note.—The disposition at point of detention determines the purpose for which a car is held and the rule applicable thereto, except where there is specific tariff provision to the contrary.

Section A.—Cars of either railroad or private ownership, held for or by consignors or consignees for loading, unloading, forwarding directions or for any other purpose (including cars held for loading company material unless the loading is done by the railroad for which the material is intended and on its tracks) are subject to these demurrage rules, except as provided in Section B.

Section B.—The following cars are not subject to these demurrage rules:

1. Cars under load with company material for use of and consigned to the railroad in whose possession the cars are held.
2. Cars under load with live stock. This exemption does not include cars held for or by shippers for loading live stock. Live poultry will not be considered as live stock.

3. Empty cars placed for loading coal at coal mines, coal mine sidings, coal washers, or coke at coke ovens and such cars under load with coal, at such mines, mine sidings or coal washers, or with coke at coke ovens. This exemption applies only at mines, coal washers and ovens which are subject to car distribution rules in lieu of demurrage rules.

4. (a) Private cars on private tracks when the ownership of the car and track is the same.

Note.—Private cars while held under constructive placement for delivery upon the tracks of their owners are subject to demurrage charges after expiration of forty-eight hours' free time. (See Rules 5 and 9.)

Definitions

Private Car.—A car having other than railroad ownership. A lease of a car is equivalent to ownership. Private cars must have the full name of the owner or lessee painted or stenciled thereon or must be boarded with full name of owner or lessee. If name of lessee is painted, stenciled or boarded on car then the car is exempt from demurrage for the lessee only. If name of lessee is not painted, stenciled, or boarded, on car then the car is exempt from demurrage for the owner only.

Private Track.—A track outside of carrier's right of way, yard, and terminals, and of which the carrier does not own either the rails, ties, roadbed, or right of way; or a track or a portion of a track which is devoted to the purposes of its user either by lease or written agreement.

(b) Empty private cars stored on railroad or private tracks, including such cars sent by the owner to a shipper for loading, provided the cars have not been placed or tendered for loading on the orders of a shipper. (See Rule 6, Section D.)

RULE II

Free Time Allowed

Section A.—Forty-eight hours' (two days) free time will be allowed for loading or unloading all commodities. (See Rule 2, Section B, Paragraph 4.)

"LOADING" includes the furnishing of forwarding directions on outbound cars.

"UNLOADING" includes:

- (a) Surrender of bill of lading on shipments billed "to order."
- (b) Payment of lawful freight charges when required prior to delivery of the car.
- (c) Furnishing of a "turn-over" order (an order for delivery to another party) after car has been placed for delivery and no additional movement of the car is made.

When the same car is both unloaded and reloaded, each transaction will be treated as independent of the other. This will also apply to industries performing their own switching service, in which case the industry must notify the carrier date and time car was unloaded.

When a car held for loading or unloading is moved by railroad or private power to another point in the same yard or industry to complete loading or unloading, only forty-eight hours' free time will be allowed, except that when the railroad makes a charge for such movement the time incident thereto shall not be computed against the car.

(See Rule 7, Note 2.)

Note.—If a consignee wishes his car held at any break-up yard or a hold-yard before notification and placement, such car will be subject to demurrage. That is to say, the time held in the break-up yard will be included within the 48 hours of free time. If he wishes to exempt his car from the imposition of demurrage he must either, by general orders given to the carrier or by specific orders as to incoming freight, notify the carrier of the track upon which he wishes his freight placed, in which event he will have the full 48 hours free time from the time when the placement is made upon the track designated. This "Note" will apply except when in conflict with Rule 2, Section B, paragraph 1.

Section B.—Twenty-four hours' (one day) free time will be allowed:

1. When cars are held for reconsignment, diversion or reshipment, or held in transit on order of consignor, consignee or owner.

Note.—This will not apply to cars subject to Rule 2, Section B, Paragraph 3.

The term "diversion" or "reconsignment" will be applied as defined in the reconsignment tariffs of this railroad, except that under this rule when a car is placed for delivery at destination a "turnover" (or order for delivery to another party) which does not involve an additional movement of the car is not a reconsignment. (See Rule 2, Section A.)

A reshipment is the making of a new contract by which under a new rate the original lading, without being unloaded, is forwarded in the same car to another destination.

2. When cars, destined for delivery to or for forwarding by a connecting line, are held under tariff regulations for surrender of bill of lading or payment of lawful freight charges.

3. When cars are held in transit and placed for inspection or grading, including reconsignment or other disposition orders. At stations where grain and hay must be inspected or graded, the consignee agreeing with the carrier in writing for file at the station, to accept the bulletining of the cars as due and adequate notice of arrival, the bulletins must be posted by 9:00 a. m. of each day, showing the previous twenty-four (24) hours' receipts, and the free time (twenty-four hours) is to be calculated from the first 7:00 a. m. thereafter. Where there is no agreement for bulletining of cars, the free time must be calculated from the first 7:00 a. m. after the day on which notice of arrival is sent or given to the consignee.

Exception:—At Chicago, Ill., and Kansas City, Kan.-Mo.: On all grain held in transit, subject to Federal or State inspection and on seeds (field or grass), grain screenings or seed screenings, held in transit, subject to recognized Official inspection, free time for disposition will expire at 6:00 p. m. of the day that inspection is reported by the inspection authorities on or before 11:00 a. m. No additional free time will be allowed for re-inspection or appeal. The bulletin form of notice may be used in lieu of written notice of arrival to the consignee.

Exception:—At St. Paul, Minneapolis, Minnesota Transfer, Camden Place, Duluth, West Duluth, Minn., Superior, Superior East End, Central Ave. (Superior), Allouez or Itasca, Wis.: On all grain subject to Federal or State Grain Inspection received on or before 8:30 a. m., and upon which notice of arrival is given by 9:00 a. m., disposition shall be given not later than 4:00 p. m., the same day, provided inspection is reported to the office of the Federal or State Grain Inspector before 11:00 a. m. When a reinspection is called before disposition is given, one day additional free time will be allowed, provided Local Freight Agent is notified of the call on day of inspection and a change in grade is allowed by the Federal or State Inspector. If no change in grade is allowed demurrage will be assessed, provided disposition is not furnished before 5:00 p. m. of the day car is first inspected. On all cars loaded with grain and inspected (if for inspection) prior to 6:00 p. m., disposition must be given not later than 4:00 p. m. the following day, excepting that where reinspection or appeal is called, and the grade is changed by Federal or State Inspector or Appeal Board, one additional day of free time shall be allowed.

4. Except as otherwise provided in Rule 2, Section A, when cars are held to complete loading, or to partly unload.

Note.—When a car held for unloading is partly unloaded and partly reloaded, 48 hours' free time will be allowed for the entire transaction.

5. On cars containing freight in bond for Customs entry and Government inspection.

Section C.—Cars containing freight for transshipment to vessel will be allowed such free time at the port as may be provided in the tariffs of the individual carriers lawfully on file with the Interstate Commerce Commission.

RULE III

Computing Time

Note.—In computing time, Sundays and Legal holidays (National, State, and Municipal), but not half holidays, will be excluded, except as otherwise provided in Section A of Rule 9. When a legal holiday falls on Sunday the following Monday will be excluded.

Section A.—On cars held for loading, time will be computed from the first 7:00 a. m. after placement on public-delivery tracks and without notice of placement, but if not placed within 24 hours after 7:00 a. m. of the day for which ordered, time will be computed from 7:00 a. m. after the day on which notice of placement is sent or given to consignor. (See Rule 6—Cars for loading.)

Section B.—1. On cars held for orders, surrender of bill of lading or payment of freight charges, whether such cars have been placed in position to unload or not, time will be computed from the first 7:00 a. m. after the day on which notice of arrival is sent or given to the consignee or party entitled to receive same. (See Rule 4—Notification.)

Note.—The time between receipt of order and placement of car (not to include the time attributable to the act or neglect of consignor or consignee) will be deducted from the total detention to the car.

2. Orders for disposition or reconsignment, when mailed, wired or otherwise transmitted by the reconsignor to agent of the carrier at point where cars are held, or to the agent of any carrier named in the bill of lading contract or participating in the transportation transaction, unless otherwise provided by tariff, will release cars at 7:00 a. m. of the date such orders are received by any such agent, provided they are sent or given prior to the date received.

Such orders mailed, wired or otherwise transmitted and received the same date, will release cars at the hour the orders are received by any such agent.

Date of mailing to be determined by the postmark.

Note.—When order releasing a car is sent to this railroad by U. S. mail and the order is not received by the addressee, the car shall be considered released as of the date the order should have been delivered, provided proof is furnished by the claimant that the order was deposited in the U. S. mail properly stamped and addressed on the date claimed.

Section C.—1. On cars held for unloading, except as otherwise provided in Section B, Paragraph 1, of this rule, time will be computed from the first 7:00 a. m. after placement on public delivery tracks, and after the day on which notice of arrival is sent or given to consignee or party entitled to receive same. If car is not placed within 24 hours after notice of arrival has been sent or given, time will be computed from the first 7:00 a. m. after the day on which notice of placement has been sent or given to the consignee or party entitled to receive same. (See Rule 4, Sections A and D.)

2. On cars subject to Rule 5, Section B, Paragraph 2, time will be computed from the first 7:00 a. m. after the day on which notice as required by Rule 5, Section B, Paragraph 1, is sent or given to the consignee or party entitled to receive same.

Section D.—On cars to be delivered on other-than-public-delivery tracks, time will be computed from the first 7:00 a. m. after actual or constructive placement on such tracks. Time computed from actual placement on cars placed at exactly 7:00 a. m. will begin at the same 7:00 a. m.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.)

Note 1.—"Actual Placement" is made when a car is placed in an accessible position for loading or unloading or at a point prev-

iously designated by the consignor or consignee. If such placing is prevented from any cause attributable to consignor or consignee and car is placed on the private or other-than-public-delivery track serving the consignor or consignee, it shall be considered constructively placed, without notice.

Note 2.—Any railroad track or portion thereof assigned for individual use will be treated as "other-than-public-delivery track."

Section E.—On cars to be delivered on interchange tracks of industrial plants performing the switching service for themselves or other parties, time will be computed from the first 7:00 a. m. after actual or constructive placement on such interchange tracks until return to the same or another interchange track. Time computed from the actual placement on cars placed at exactly 7:00 a. m. will begin at the same 7:00 a. m.; actual placement to be determined by the precise time the engine cuts loose. (See Rule 4, Section C, and Rules 5 and 6.) Cars returned loaded will not be recorded released until necessary billing instructions are furnished.

Note.—Where two or more parties take delivery from the same interchange track, or where the railroad company uses the interchange track for other cars, or where the interchange track is not adjacent to the plant and the industry uses the railroad's tracks to reach same, a notice of placement shall be sent or given to the consignee and time will be computed from the first 7:00 a. m. thereafter.

RULE IV Notification

Section A.—Notice of arrival shall be sent or given consignee or party entitled to receive same by this railroad's agent in writing or, in lieu thereof, as otherwise agreed to in writing by this railroad and consignee, within twenty-four hours after arrival of car and billing at destination, such notice to contain car initials and number, point of shipment, contents and if transferred in transit, the initial and number of original car. When address of consignee does not appear on billing, and is not known, the notice of arrival must be deposited in United States mail enclosed in a stamped envelope bearing return address same to be preserved on file if returned. An impression shall be of both sides (See Rule 3, Sections B and C.) In case a car subject to Rule 3, Section C, is not placed on public delivery track within twenty-four hours after notice of arrival has been sent or given, notice of placement shall be sent or given to consignee.

Note.—When owner requests that original point of shipment be omitted on reconsigned cars, this information shall not be shown on notice of arrival at destination.

Section B. When cars are ordered stopped in transit notice shall be sent or given the party ordering the cars stopped upon arrival of cars at point of stoppage.

Section C.—Delivery of cars upon other-than-delivery tracks or upon industrial interchange tracks, or written notice sent or given to consignee or party entitled to receive same, of readiness to so deliver, will constitute notification to consignee. (See Rule 8, Section D, Paragraph 1 (b).)

Section D.—In all cases where any part of the contents of a car has been removed by the consignee prior to the sending or giving of required notice, such removal shall be considered as notice of arrival.

Section E.—1. When carload freight is refused at destination, notice of such refusal shall, within 24 hours thereafter, be sent by wire to consignor, when known, at his expense, or when not known, to agent at point of shipment, who shall be required promptly to notify the shipper if known.

2. (a) When unclaimed perishable carload freight has not been disposed of within two days from the first 7:00 a. m. after the day on which notice of arrival has been sent or given to consignee, notice to that effect shall be sent by wire as provided in Paragraph 1 of this section.

(b) When other carload freight is unclaimed within five days from the first 7:00 a. m. after the day on which notice of arrival has been sent or given to the consignee, a notice to that effect shall be sent by wire as provided in Paragraph 1 of this section. (See Rule 8, Section D, Paragraph 4.)

RULE V Placing Cars for Unloading

Note.—Under this rule the time of movement between hold point and destination, and any other time for which the railroad is responsible will not be computed against the consignee.

Section A—1. When delivery of a car consigned or ordered to an industrial interchange track or to other-than-a-public-delivery track cannot be made on account of the inability of the consignee to receive it, or because of any other condition attributable to the consignee, such car will be held at destination or, if it cannot reasonably be accommodated there, at the nearest available hold point, and written notice that the car is held and that this railroad is unable to deliver will be sent or given to the consignee. This will be considered constructive placement. (See Rule 3, Sections D and E.)

2. On a car to be delivered to a switching line for final delivery and which consignee located on switching line is unable to receive and which for that reason the switching line is unable to receive from this railroad, notice will be sent or given the switching line showing point of shipment, car initials and numbers, contents and consignee and if transferred in transit the initials and number of the original car.

3. When this railroad is the switching line and, under conditions set forth in Paragraph 1, is unable to receive cars from a connecting line at destination for delivery within switching limits, upon receipt of notice from connecting line it will notify the consignee and put such cars under constructive placement. (See Rule 4, Section C.)

Section B.—1. When delivery cannot be made on specially designated public-delivery tracks, on account of such tracks being fully occupied, or from other causes beyond the control of this railroad, notice shall be sent or given the consignee in writing or, in lieu thereof, as otherwise agreed to in writing that delivery will be made at the nearest available point to the consignee, naming the point. Such delivery shall be made unless the consignee shall before delivery indicate a preferred available point, in which case the preferred delivery will be made.

2. In the event consignee or party entitled to receive shipment serves notice upon this railroad of refusal to accept delivery at the point named in notice sent or given in accordance with Paragraph 1, the car will be held awaiting opportunity to deliver on the specially designated track subject to Rule 3, Section C, Paragraph 2.

RULE VI Cars for Loading

Section A.—Cars for loading will be considered placed when such cars are actually placed or held on orders of the consignor. In the latter case the agent must send or give the consignor written notice of all cars which he has been unable to place because of condition of the other-than-public-delivery track or because of other conditions attributable to the consignor. This will be considered constructive placement. (See Rule 3, Section D and E.)

Section B.—When empty cars placed on orders are not used in transportation service, demurrage will be charged from the first 7:00 a. m. after actual or constructive placement until released, with no free time allowance.

Section C.—1. Cars received from a switching line and held by this railroad for forwarding directions are subject to demurrage charges from the first 7:00 a. m. after they are received, until proper forwarding directions are furnished, with no free time allowance and without notice, except that cars received between 4:00 p. m. and 7:00 a. m. will not be subject to demurrage if forwarding directions are received prior to the following 12 noon.

2. Private cars which have been loaded on the tracks of their owners, received from such tracks and held by this railroad for forwarding directions, are subject to demurrage charges from the first 7:00 a. m. after they are received until proper forwarding directions are furnished, with no free time allowance and without notice.

Section D.—If an empty car is appropriated without being ordered, it shall be considered as having been ordered and actually placed at the time so appropriated. If not loaded outbound, such car is subject to Section B of this rule.

RULE VII

Demurrage Charges

Section A.—On cars not subject to Rule 9 (Average Agreement): After the expiration of free time allowed, the following charges per car per day, or fraction of a day, will be made until car is released:

For each of the first four days, \$2.

For each succeeding day, \$5.

Section B.—The charges on cars subject to average agreement are set forth in Rule 9.

Note 1.—When through no fault of the consignor or consignee, the lading of a car is transferred by a carrier into two or more cars or when two small cars are furnished by a carrier in lieu of one large car ordered by the shipper, demurrage will be charged as for one car only, as long as any of such cars are detained beyond the free time.

Note 2.—When a car contains two or more minimum carload shipments consigned to more than one consignee at the same station, demurrage will be charged the same as if the shipment had been received in separate cars and each consignee will be allowed a total free time of 48 hours (2 days) for unloading, free of interference by the other consignee or consignees.

(See Item 2, page 19 hereof for additional detention charges.)

RULE VIII

Claims

No demurrage charges shall be collected under these rules for detention of cars through causes named below. Demurrage charges assessed or collected under such conditions shall be promptly canceled or refunded by this railroad.

Causes

Section A.—Weather Interference.

Note.—A consignor or consignee shall not be absolved from demurrage under Section A of this rule if, considering the character of the freight, others similarly situated and under the same conditions reasonably could and did load or unload cars during the same period of time.

1. When the condition of the weather during any part of the prescribed free time, (or the adjusted free time provided for in Section B of this rule) is such as to make it impossible for men or teams to work at loading or unloading, or impossible to place freight in cars, or move it from cars, without serious injury to the freight, or when, because of high water or snow drifts (see note) it is impossible, during the prescribed free time, to get to the cars for loading or unloading, the free time will be extended until a total of forty-eight hours (or twenty-four hours on cars subject to Rule 2, Section B, Paragraph 4) free from such interference shall have been allowed. No additional time will be allowed unless claim, stating fully the conditions which prevented loading or unloading within the free time, is presented in writing to this railroad's agent within thirty days after the date on which demurrage bill is rendered.

Note.—The extension of free time on account of high water or snow drifts shall apply to other-than-public-delivery tracks only where there is disability of this railroad.

2. When the lading is frozen while in transit so as to require more than forty-eight hours to remove it from the car, the total time actually expended by consignee in heating, thawing, or loosening and removing it will be considered as free time, but no allowance will be made for detention during the time that no effort is made to unload. This rule will not apply to shipments which are tendered in a condition to unload. Under this rule, consignee shall not be entitled to additional time unless, within the prescribed free time, he shall serve upon the railroad's agent a written statement that the lading was frozen when tendered.

3. No allowance on account of weather interference shall be made on cars subject to Rule 6, Section B.

Section B.—Bunching.

1. Cars for loading.—When, by reason of delay or irregularity in filling orders, cars are bunched and placed for loading in accumulated numbers in excess of daily placing as ordered, the shipper shall be allowed such free time for loading as he would have been entitled to had the cars been placed for loading as ordered.

2. Cars for unloading or reconsigning.—When, as the result of the act or neglect of any carrier, cars originating at the same point or at intermediate points, moving via the same route and destined for one consignee, at one point, are bunched at originating point, in transit or at destination, and delivered by this railroad in accumulated numbers in excess of daily shipments, the consignee shall be allowed such free time as he would have been entitled to had the cars not been bunched, but when any car is released before the expiration of such free time, the free time on the next car will be computed from the first 7:00 a. m. following such release; provided, however, no allowance will be made unless claim is presented in writing to this railroad's agent within thirty days after the date on which demurrage bill is rendered and supported by statement showing date and point of shipment of each car.

Section C.—Demand of overcharge. When this railroad's agent demands the payment of transportation charges in excess of tariff authority.

Section D.—Delayed or improper notice by this railroad.

1. (a) When notice of arrival does not contain all the information specified in Rule 4, Section A, consignee shall not have the right to call in question the sufficiency of such notice, unless within the prescribed free time, he shall serve upon this railroad's agent a written statement of the omitted information required, in which event the time between receipt of such statement and the furnishing of the omitted information will not be computed against the consignee.

(b) When the consignee makes request in writing for the name of the consignor, point of shipment and (or), if transferred in transit, the initials and number of the original car, to enable him to identify the shipment in a car placed or tendered for delivery on other-than-public-delivery track, such information will be furnished, but consignee shall not be entitled to additional free time unless such request has been served on this railroad's agent within the prescribed free time, in which event the time between receipt of the request and compliance therewith will not be computed against the consignee. (See Rule 4, Section A, Note.)

2. When claim is made that a mailed notice has been delayed, postmark thereon shall be accepted as indicating the date of the notice.

3. When a notice is mailed by this railroad on Sunday, a legal holiday, or after 3:00 p. m. on other days (as evidenced by the postmark thereon) consignee shall be allowed five hours' additional free time provided he shall send or give to this railroad's agent within the first twenty-four hours of free time, written advice that the notice had not been received until after the free time had begun to run; in case of failure on the part of consignee so to advise this railroad's agent, no additional free time shall be allowed.

4. In case of failure by this railroad to send notice in accordance with the provisions of Rule 4, Section E, the consignor shall not be held liable for demurrage charges between the date the notice should have been sent and the date it was actually sent.

Section E.—Error of any railroad which prevents proper tender or delivery.

1. Under this rule demurrage will be charged on the basis of the amount that would have accrued but for such error. This also applies in the case of constructively placed cars being "run-around" by actually placing recent arrivals ahead of previous arrivals, but allowance will only be made on cars subject to Rule 9, Average Agreement, that are held beyond the fourth debit day.

Section F.—Delay by U. S. Customs. Such additional free time shall be allowed as has been lost through such delay.

RULE IX

Average Agreement

When the following agreement has been entered into, the charge for detention of cars, on all cars subject to demurrage, held for loading or unloading, shall be computed on the basis of the average time of detention to all such cars released during each calendar month; such average detention and charge to be computed as follows:

Section A.—One credit will be allowed for each car, released within the first twenty-four (24) hours of free time. After the expiration of forty-eight (48) hours' free time, one debit per car per day, or fraction of a day, will be charged for each of the first four days. In no case shall more than one credit be allowed on any one car, and in no case shall more than four credits be applied in cancellation of debits accruing on any one car. When a car has accrued four debits a charge of \$5 per car per day, or fraction of a day, will be made for all subsequent detention and will apply on all subsequent Sundays and legal holidays, including a Sunday or holiday immediately following the day on which the fourth debit begins to run.

Section B.—Credits earned on cars held for loading shall not be used in offsetting debits accruing on cars held for unloading nor shall credits earned on cars held for unloading be used in offsetting debits accruing on cars held for loading.

Section C.—Credits cannot be earned by private cars subject to Rule 1, Section B, Paragraph 4 (a), but debits charged on such private cars while under constructive placement may be offset by credits earned on other cars.

Section D.—At the end of the calendar month, the total number of credits will be deducted from the total number of debits and \$2 per debit will be charged for the remainder. If the credits equal or exceed the debits no charge will be made for the detention of the cars and no payment will be made by this railroad on account of such excess of credits; nor shall the credits in excess of the debits of any one month be considered in computing the average detention for another month.

Section E.—A party who enters into this average agreement shall not be entitled to include therein cars subject to Rule 2, Section B, nor shall he be entitled to cancellation or refund of demurrage charges under Section A, Paragraph 1, or Section B of Rule 8.

Section F.—A party who enters into this average agreement may be required to give sufficient security to this railroad for the payment of balances against him at the end of each month.

Section G.—An average agreement must include all cars loaded or unloaded within the jurisdiction of the same station, except that when desired separate agreements may be entered into for each plant or yard within the jurisdiction of two or more stations be combined in one average agreement, nor shall the cars loaded or unloaded by more than one consignor or consignee be combined in one average agreement, except that cars consigned, reconsigned, or ordered to a public elevator, warehouse or cotton compress serving various parties may be combined in one average agreement.

Agreement

Railroad.

Being fully acquainted with the terms, conditions, and effect of the average basis for settling for detention to cars as set forth in....., being the car demurrage rules governing at all stations and sidings on the lines of said railroad, except as shown in said tariff, and being desirous of availing (myself or ourselves) of this alternate method of settlement (I or we) do expressly agree to and with the.....Railroad that with respect to all cars which may, during the continuance of this agreement, be handled for (my or our) account at.....(Station) (I or we) will fully observe and comply with all the terms and conditions of said rules as they are now published or may hereafter be lawfully modified by duly published tariffs, and will make prompt payment of all demurrage charges accruing thereunder in accordance with the average basis as therein established or as hereafter lawfully modified by duly published tariffs.

This agreement to be effective on and after the.....day of.....19...., and to continue until termination by written notice from either party to the other, which notice shall become effective on the first day of the month succeeding that in which it is given.

Approved and accepted....., 19...., by and on behalf of the above-named railroad by.....

Finis

**STORAGE RULES AND CHARGES
APPLICABLE TO**

**FREIGHT HELD OR STORED IN OR ON RAILROAD PREMISES OF RAILROADS UNDER FEDERAL
CONTROL AND OF RAILROADS NOT UNDER FEDERAL CONTROL**

INSTRUCTIONS

RULE I

Freight Subject to Rules

Freight, except as provided in section D of this rule, received for delivery or held to complete a shipment to for forwarding directions, if stored in or on railroad premises, is subject to these storage rules.

Shipments of less-than-carload freight, loaded into or delivered direct from cars, are subject to storage rules, but when the loading or unloading is done by shipper or consignee, either as required by classifications or tariffs, or at request of shipper or consignee, the cars are subject to demurrage rules and storage rules do not apply.

Note.—Freight which is not liable to damage from the elements and which is not ordinarily handled through freight houses may be stored free, unless otherwise provided, on the vacant land of the railroad, pending shipment, and entirely at owner's risk, provided owner has previously been assigned space as far as available and without distinction.

Section A.—Freight upon which the free time allowed under demurrage rules has expired while in cars, and subsequently unloaded in or on railroad premises, is subject to these storage rules when unloaded, without free time allowance.

Section B.—Carload shipments of explosives, or other dangerous articles, are subject to both demurrage and storage rules. (See Rule 6.)

Section C.—Carload freight, other than explosives or other dangerous articles, held in cars for delivery and subsequently unloaded in or on railroad premises, is subject to demurrage rules while in cars and to these storage rules after it is unloaded.

If unloaded or reloaded by the carrier the actual cost of the service will be in addition to the storage charge. (See Rule 5, Section C.)

Section D. Exception.—The rules and charges herein will **not** apply on:

- 1.—Freight stored in warehouses owned and operated by railroads as exclusively storage warehouses.
- 2.—Export or import freight at the port of export or import.
- 3.—Domestic freight received from or intended for delivery to ocean or lake vessels at the port of transshipment.
- 4.—Freight subject to lighterage at seaboard points.
- 5.—Carload lots of Coal, Coke or Ore.

RULE II

Notification

Section A.—Notice shall be sent or given consignee by carrier's agent in writing, or as otherwise agreed to by carrier and consignee, within twenty-four hours (one day) after arrival of shipment and billing at destination, such notice to specify point of shipment and commodity.

Refused or Unclaimed Freight

Section B.—1. Where shipments have been plainly marked with the consignor's name and address, preceded by the word "from," notice shall be immediately sent or given consignor of refusal of less-than-carload shipments. Unclaimed less-than-carload shipments will be treated as refused after fifteen calendar days from expiration of free time.

2.—Notice shall be sent or given the consignor of unclaimed or refused shipments of explosives or other dangerous articles on hand forty-eight hours, provided written request is received for this information by agent at point of origin at time of shipment. Such requests should be plainly written on a rectangular piece of paper of different color from any label required under the Interstate Commerce Commission's regulations and placed on the package in close proximity to such label (or to name of consignee).

3.—Where consignor requests that notice of unclaimed or refused shipments be sent by telegraph, this may only be done at his expense.

RULE III

Free Time Allowed

Section A.—1. Forty-eight hours' (two days) free time will be allowed on all commodities except the more dangerous explosives, as described in Rule 6, Section A, for the removal of in-bound freight from car on railroad premises, or to complete a carload shipment and furnish forwarding directions therefor.

Exception.—On less-than-carload shipments consigned to parties located at interior or at non-railroad points, the following allowance of free time will be made when hauled:

- 10 miles and not over 20 miles from the station, 5 days.
- Over 20 miles and not over 30 miles from the station, 10 days.
- Over 30 miles from the station, 15 days.

2.—Out-bound less-than-carload freight not accompanied by proper shipping directions which will permit forwarding on date received, will be subject to storage charges from the first 7 a. m. after receipt of the shipment with no free time allowance.

Section B.—Twenty-four hours' (one day) free time will be allowed:

- 1.—On less-than-carload freight held to complete a shipment.
- 2.—On less-than-carload freight held for reshipment.
- 3.—On the more dangerous explosives (as described in Rule 6, Section A) for removal of in-bound freight from car or railroad premises or to complete a carload shipment in out-box and furnish forwarding directions therefor.

Note.—Out-bound less-than-carload shipments of the more dangerous explosives not accompanied by proper shipping directions which will permit forwarding on the date received, will not be accepted.

4.—On carload shipments of Explosives and other dangerous articles, reconsigned or reshipped in the same car received.

RULE IV

Computing Time

Section A.—In computing time any fractional part of 100 pounds will be computed as 100 pounds and any fractional part of twenty-four hours will be computed as one day.

Section B.—In computing free time, Sundays and legal holidays (National, State and Municipal) will be excluded, except as otherwise provided in Rule 6. When a legal full holiday falls on Sunday, the following Monday will be excluded.

Section C.—On inbound freight held for removal and on freight held for reconsignment or reshipment, time will be computed from the first 7:00 a. m. after the day on which notice of arrival is sent or given to consignee.

Section D.—On outbound freight, time will be computed from the first 7:00 a. m. after receipt in or on railroad premises.

Section E.—On outbound carloads of Explosives and other dangerous articles (as described in Rule 6), time will be computed from the first 7:00 a. m. after loading is begun.

Section F.—When orders for freight held for disposition or reconsignment are mailed, such orders will release freight at 7:00 a. m. of the date orders are received at the station where the freight is held, provided the orders are mailed prior to the date received but orders mailed and received on the same date release freight the following 7:00 a. m.

RULE V

Charges for Storage on Freight other than Explosives and Other Dangerous Articles

Section A.—Freight, except Automobiles or other self-propelling vehicles (but not excepting Motorcycles or bicycle motor wheels), held in or on railroad premises in excess of free time allowed, will be subject to the following storage charges per day or at option of carrier may be sent to public warehouses:

For each of the first five days, 2 cents per 100 lbs.;

For the sixth and each succeeding day, 3 cents per 100 lbs.;

Minimum storage charge per shipment on freight held beyond free time, five (5) days or part thereof, 25 cents; six (6) days or more, 50 cents.

Section B.—After expiration of free time, Automobiles or other self-propelling vehicles (except Motorcycles and bicycles motor wheels) will be subject to a storage charge of three (3) cents per 100 lbs. per day, with a minimum charge of \$1.00 per machine per day for each of the first five (5) days and \$2.00 per machine for each succeeding day, or at option of carrier, may be sent to public warehouses.

Section C.—When carload freight is unloaded by the carrier for the purpose of releasing needed equipment, the storage charge will be the same as would have accrued under car demurrage rules had the freight remained in the car. (See Rule 1, Section C of tariff.)

Effective January 25, 1920, in connection with railroads under Federal control.

Published for the Director General of Railroads and filed on one day's notice with the Interstate Commerce Commission under Freight Rate Authority No. 21205 of the Director, Division of Traffic, United States Railroad Administration, dated January 10, 1920.

Effective January 25, 1920, on Interstate Traffic in connection with railroads not under Federal control.

Issued on one day's notice under Special Permission of the Interstate Commerce Commission No. 49156, of January 10, 1920.

Effective February 25, 1920, on Intrastate (State) Traffic in connection with railroads not under Federal control.

RULE VI

Charges for Storage on Explosives and Other Dangerous Articles

Extracts from Regulations prescribed by the Interstate Commerce Commission

1.—Paragraph 1433 * * * "consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

2.—Paragraph 1643 (a) * * * "If a shipment of Explosives is not removed within 48 hours after notice of arrival at destination, it must be disposed of by return to the shipper, or by storage at the expense of the owner, or by sale, or when necessary to safety by destruction under supervision of a competent person."

3.—Paragraph 1714 * * * "consignee must remove such shipments from the carrier's property within 48 hours after notice of arrival at destination, Sundays and holidays not included."

Storage will be charged at the following rates per day of twenty-four hours or fraction thereof, on Explosives or other dangerous articles, held in or on railroad premises, in excess of free time allowed:

Section A.—On shipments of the more dangerous Explosives, i. e., Low Explosives, Black Powder, High Explosives, Wet Fulminate of Mercury, Blasting Caps, Electric Blasting Caps, Ammunition for Cannon with Explosive Projectiles, Explosive Projectiles, Explosive Torpedoes, Explosive Mines, Explosive Bombs and Detonating Fuzees; on less than carload shipments of such articles twenty-five (25) cents per 100 pounds per day, with a minimum charge of fifty (50) cents per shipment.

On shipments of such articles held in cars when the loading or unloading is done by shipper or consignee, either as required by classification or tariffs, or at request of shipper or consignee, five dollars (\$5.00) per car per day (Sundays and legal holidays excluded) in addition to the regular demurrage and track storage charges.

Section B.—On shipments of the less dangerous and relatively safe Explosives, i. e., Ammunition for Cannon with Empty Projectiles, Ammunition for Cannon with Sand Loaded Projectiles, Ammunition for Cannon with Solid Projectiles, Ammunition for Cannon without Projectiles, Smokeless Powder for Cannon, Smokeless Powder for Small Arms, Common Fireworks, Special Fireworks, Small Arms Ammunition, Cannon Primers, Small Arms Primers, Empty Cartridge Bags, Black Powder Igniters, Empty Cartridge Shells, Prime, Combination Primers, Percussion Fuzees, Tines, Tracers or Percussion Caps, Combination

Fuzes, Safety Fuse, † Instantaneous Fuze, Cordeau Detonant and Safety Squibs, or less-than-carload shipments of Dangerous Articles other than Explosives requiring Red, Yellow, Green or White I. C. C. labels, on less than carload shipments of such articles ten (10) cents per 100 pounds per day with a minimum charge of twenty-five (25) cents per shipment.

On shipments of the less dangerous and relatively safe explosives, which, under the I. C. C. Regulations require "INFLAMMABLE" placards, or which do not require placards, and on shipments of Dangerous Articles other than Explosives which, under the I. C. C. Regulations, require "INFLAMMABLE" or "ACID" placards, held in cars, when the loading or unloading is done by shippers or consignee, either as required by classification or tariffs, or at the request of shipper or consignee, two dollars (\$2.00) per car per day (Sundays and legal holidays excluded) in addition to the regular demurrage and track storage charges.

Note.—The term "Railroad Premises," as used in this rule when applicable to carload shipments shall embrace all tracks which this railroad provides for its own uses and purposes; and also private tracks constructed, maintained or operated under a written agreement by which this railroad reserves the right to use the whole or any part of them for itself or others than the party with whom the agreement is executed.

Section C.—When shipments of the "more dangerous explosives" (see Section A) are not removed from the railway premises by the consignee within the legal limit (forty-eight hours (two days) after the first 7:00 a. m. following notice of arrival), the most practicable of the steps authorized by paragraph 1643 (a), as quoted above, must be taken to secure this removal.

When available, Powder Magazines not on railway property should be utilized for storage.

No storage charges shall be collected under these rules for delays from causes named below. Storage charges assessed or collected under such conditions shall be promptly cancelled or refunded by the carrier.

Causes

Section A. Weather Interference.

1.—When the condition of the weather, during the prescribed free time, is such as to make it impossible to remove freight from railroad premises without serious injury to the freight, the free time shall be extended until a total of forty-eight hours free from such weather interference shall have been allowed. (See Note.)

2.—When, because of high water or snow-drifts, it is impossible to remove freight from railroad premises during the prescribed free time. (See Note.)

Note.—Section A, Paragraphs 1 and 2, shall not absolve a consignee from liability for storage if others similarly situated and under the same conditions are able to remove freight.

Section B.—Demand of Overcharge.

When the carrier's agent demands the payment of transportation charges in excess of tariff authority.

Section C.—Delayed or Improper Notice by Carrier.

1.—When notice has been sent or given in substantial compliance with the requirements as specified in these rules, the consignee shall not thereafter have the right to call in question the sufficiency of such notice unless within forty-eight hours (two days) from 7:00 a. m. following the day on which notice is sent or given he shall serve upon the delivering carrier a full, written statement of his objections to the sufficiency of such notice.

2. When claim is made that a mailed notice has been delayed, the postmark thereon shall be accepted as indicating the date of the notice.

3.—When a notice is mailed by carrier on Sunday, a legal holiday, or after 3:00 p. m. on other days (as evidenced by the postmark thereon), the consignee shall be allowed five hours' additional free time, provided he shall mail or send to the carrier's agent, within the first twenty-four hours of free time, written advice that the notice had not been received until after the free time had begun to run. In case of failure on the part of consignee so to notify carrier's agent, no additional free time shall be allowed.

4.—In case of failure by the carrier to send or give notice in accordance with the provisions of Rule 2, Section B, no storage charges will be assessed between the date on which the notice should have been sent or given and the date on which it was actually sent or given.

Section D.—Railroad errors which prevent proper tender or delivery:

This rule will not apply on freight held on account of having been delayed or damaged in transit or on freight refused by consignee on account of shortage.

Section E.—Delay by United States Customs.

Such additional free time shall be allowed as has been lost through such delay.

†Indicates advance.

‡Indicates reduction.

*When in connection with non-Federal controlled lines, will not apply on Kansas Intrastate Traffic to shipments of Petroleum Oil and its products as described under the heading of "Petroleum Oil and Its Products" in Consolidated Freight Classification No. 1, R. C. Fyfe's I. C. C. No. 14, supplements thereto or reissues thereof.

THE TRAFFIC MANUAL

Uniform Bill of Lading—Effective October 10, 1920. Adopted by carriers in Official and Western Classification territories.
Form 90

CHICAGO, BURLINGTON & QUINCY RAILROAD

Shippers No.

Agents No.

STRAIGHT BILL OF LADING—ORIGINAL—NOT NEGOTIABLE.

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading,

at 191

from _____ the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

*The Rate of Freight from**to..... is in Cents per 100 lbs.*

IF Times 1st	IF 1st Class	IF 2d Class	IF Rule 25	IF 3d Class	IF Rule 26	IF Rule 28	IF 4th Class	IF 5th Class	IF 6th Class	IF Class A	IF Class B	IF Class C	IF Class D	IF Class E	IF Special	IF Special
per	per	per	per	per	per	per	per	per	per	per	per	per	per	per	per	per

(Mail Address—Not for purposes of Delivery.)

Consigned to _____

Destination _____ State of _____ County of _____

Route _____ Car Initial _____ Car No. _____

No. Packages	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	If charges are to be pre-paid, write or stamp here. "To be Prepaid."
-----	-----	-----	-----	-----	Received \$----- to apply in prepayment of the charges on the prop- erty described hereon.
-----	-----	-----	-----	-----	Agent or Cashier.
-----	-----	-----	-----	-----	Per----- (The signature here acknowledges only the amount prepaid.)
-----	-----	-----	-----	-----	Charges advanced: \$-----
-----	-----	-----	-----	-----	-----

Shipper, Per..... Agent..... Per.....

(This Bill of Lading to be signed by the shipper and agent of the carrier issuing same.)

CONDITIONS

Sec. 1. The carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto, except as hereinafter provided.

No carrier or party in possession of any of the property herein described shall be liable for any loss thereof or damage thereto or delay caused by the act of God, the public enemy, quarantine, the authority of law, or the act or default of the shipper or owner, or for differences in the weights of grain, seed, or other commodities caused by natural shrinkage or discrepancies in elevator weights. For loss, damage, or delay caused by fire occurring after forty-eight hours (exclusive of legal holidays) after notice of the arrival of the property at destination or at port of export (if intended for export) has been duly sent or given, the carrier's liability shall be that of warehouseman only. Except in case of negligence of the carrier or party in possession (and the burden to prove freedom from such negligence shall be on the carrier or party in possession); the carrier or party in possession shall not be liable for loss, damage, or delay occurring while the property is stopped and held in transit upon request of the shipper, owner or party entitled to make such request; or resulting from a defect or vice in the property or from riots or strikes. When in accordance with general custom, on account of the nature of the property, or when at the request of the shipper the property is transported in open cars, the carrier or party in possession (except in case of loss or damage by fire in which case the liability shall be the same as though the property had been carried in closed cars) shall be liable only for negligence, and the burden to prove freedom from such negligence shall be on the carrier or party in possession.

Sec. 2. No carrier is bound to transport said property by any particular train or vessel, or in time for any particular market, or otherwise than with reasonable despatch, unless by specific agreement indorsed hereon. Every carrier shall have the right in case of physical necessity to forward said property by any railroad or route between the point of shipment and the point of destination; but if such diversion shall be from a rail to a water route the liability of the carrier shall be the same as though the entire carriage were by rail.

Claims must be made in writing to the originating or delivering carrier within six months after delivery of the property (or, in case of export traffic, within nine months after delivery at port of export) or, in case of failure to make delivery, then within six months (or nine months in case of export traffic) after a reasonable time for delivery has elapsed: Provided that if the loss, damage or injury was due to delay or damage while being loaded or unloaded, or damaged in transit by carelessness or negligence, then no notice of claim nor filing of claims shall be required as a condition precedent to recovery. Suits for loss, damage or injury shall be instituted not later than two years and one day after the day on which notice in writing is given by the carrier to the claimant that the carrier has disallowed the claim or any part or parts thereof, specified in the notice. Where claims for loss, damage or delay are not filed, or suits are not instituted thereon, in accordance with the foregoing provisions, the carrier will not be liable and such claims will not be paid.

Any carrier or party liable on account of loss of or damage to any of said property shall have the full benefit of any insurance that may have been effected upon or on account of said property, so far as this shall not avoid the policies or contracts of insurance.

Sec. 3. All property shall be subject to necessary cooperation and baling at owner's cost. Each carrier over whose route cotton is to be transported hereunder shall have the privilege, at its own cost and risk, of compressing the same for greater convenience in handling or forwarding, and shall not be held responsible for deviation or unavoidable delays in procuring such compression. Grain in bulk consigned to a point where there is a railroad, public, or licensed elevator, may (unless otherwise expressly noted herein, and then if it is not promptly unloaded) be there delivered and placed with other grain of the same kind and grade without respect to ownership, and if so delivered shall be subject to a lien for elevator charges in addition to all other charges hereunder.

Sec. 4. Property not removed by the party to receive it within forty-eight hours (exclusive of legal holidays) after notice of its arrival has been duly sent or given may be kept in car, depot, or place of delivery of the carrier, or warehouse, subject to a reasonable charge for storage and to carrier's responsibility as warehouseman only, or may be, at the option of the carrier, removed to and stored in a public or licensed warehouse at the cost of the owner and there held at the owner's risk and without liability on the part of the carrier, and subject to a lien for all freight and other lawful charges, including a reasonable charge for storage.

The carrier may make a reasonable charge for the detention of any vessel or car, or for the use of tracks after the car has been held forty-eight hours (exclusive of legal holidays), for loading or unloading, and may add such charge to all other charges hereunder and hold such property subject to a lien therefor. Nothing in this section shall be construed as lessening the time allowed by law or as setting aside any local rule affecting car service or storage.

Property destined to or taken from a station, wharf, or landing at which there is no regularly appointed agent shall be entirely at risk of owner after unloaded from cars or vessels or until loaded into cars or vessels, and when received from or delivered on private or other sidings, wharves, or landings shall be at owner's risk until the cars are attached to and after they are detached from trains.

Sec. 5. No carrier will carry or be liable in any way for any documents, specie, or for any articles of extraordinary value not specifically rated in the published classifications or tariffs, unless a special agreement to do so and a stipulated value of the articles are indorsed hereon.

Sec. 6 Every party, whether principal or agent, shipping explosive or dangerous goods, without previous full written disclosure to the carrier of their nature, shall be liable for all loss or damage caused thereby, and such goods may be warehoused at owner's risk and expense or destroyed without compensation.

Sec. 7. The owner or consignee shall pay the freight and all other lawful charges accruing on said property, and, if required, shall pay the same before delivery. If upon inspection it is ascertained that the articles shipped are not those described in this bill of lading, the freight charges must be paid upon the articles actually shipped.

Sec. 8. Except in case of diversion from rail to water route, which is provided for in section 2 hereof, if all or any part of said property is carried by water over any part of said route, such water carriage shall be performed subject to the liabilities, limitations, and exemptions provided by statute and to the conditions contained in this bill of lading not inconsistent with such statutes or this section, and subject also to the condition that no carrier or party in possession shall be liable for any loss or damage resulting from the perils of the lakes, sea, or other waters; or from explosion, bursting of boilers, breakage of shafts, or any latent defect in hull, machinery or appurtenances; or from collision, stranding, or other accidents of navigation, or from prolongation of the voyage. And any vessel carrying any or all of the property herein described shall have the liberty to call at intermediate ports, to tow and be towed, and assist vessels in distress, and to deviate for the purpose of saving life or property.

The term "water carriage" in this section shall not be construed as including lighterage across rivers or in lake or other harbors, and the liability for such lighterage shall be governed by the other sections of this instrument.

If the property is being carried under a tariff which provides that any carrier or carriers party thereto shall be liable for loss from perils of the sea, then as to such carrier or carriers the provisions of this section shall be modified in accordance with the provisions of the tariff, which shall be treated as incorporated into the conditions of this Bill of Lading.

Sec. 9. Any alteration, addition or erasure in this bill of lading which shall be made without an indorsement thereof hereon, signed by the agent of the carrier issuing this bill of lading, shall be without effect and this bill of lading shall be enforceable according to its original tenor.

THE TRAFFIC MANUAL

Uniform Bill of Lading—Effective October 10, 1920. Adopted by carriers in Official Western Classification Territories.
Form 90

85

CHICAGO, BURLINGTON & QUINCY RAILROAD ORDER BILL OF LADING—ORIGINAL

RECEIVED, subject to the classifications and tariffs in effect on the date of issue of this Original Bill of Lading,

at 191

from _____ the property described below, in apparent good order, except as noted (contents and condition of contents of packages unknown), marked, consigned and destined as indicated below, which said Company agrees to carry to its usual place of delivery at said destination, if on its road, otherwise to deliver to another carrier on the route to said destination. It is mutually agreed, as to each carrier of all or any of said property over all or any portion of said route to destination, and as to each party at any time interested in all or any of said property, that every service to be performed hereunder shall be subject to all the conditions, whether printed or written, herein contained (including conditions on back hereof) and which are agreed to by the shipper and accepted for himself and his assigns.

The surrender of this Original **ORDER** Bill of Lading properly indorsed shall be required before the delivery of the property. Inspection of property covered by this bill of lading will not be permitted unless provided by law or unless permission is indorsed on this original bill of lading or given in writing by the shipper.

The Rate of Freight from _____

to is in Cents per 100 lbs.

IF...Times 1st	IF 1st Class	IF 2d Class	IF Rule 25	IF 3d Class	IF Rule .26	IF Rule 28	IF 4th Class	IF 5th Class	IF 6th Class	IF Class A	IF Class B	IF Class C	IF Class D	IF Class E	IF Special	IF Special
															per.....	per.....

(Mail Address—Not for purpose of Delivery.)

Consigned to **ORDER OF** _____

Destination, _____ State of _____ County of _____

Notify _____

At _____ State of _____ County of _____

Route, _____ Car Initial _____ Car No. _____

NO. PACKAGES	DESCRIPTION OF ARTICLES AND SPECIAL MARKS	WEIGHT (Subject to Correction)	CLASS OR RATE	CHECK COLUMN	
					If charges are to be prepaid, write or stamp here, "To be Prepaid."
					Received \$ _____ to apply in prepayment of the charges on the property described hereon, and \$ _____ War Tax on above charges.
					Agent or Cashier.
					Per _____ (The signature here acknowledges only the amount prepaid.)
					Charges Advanced:
					\$ _____

Shipper. _____

Agent. _____

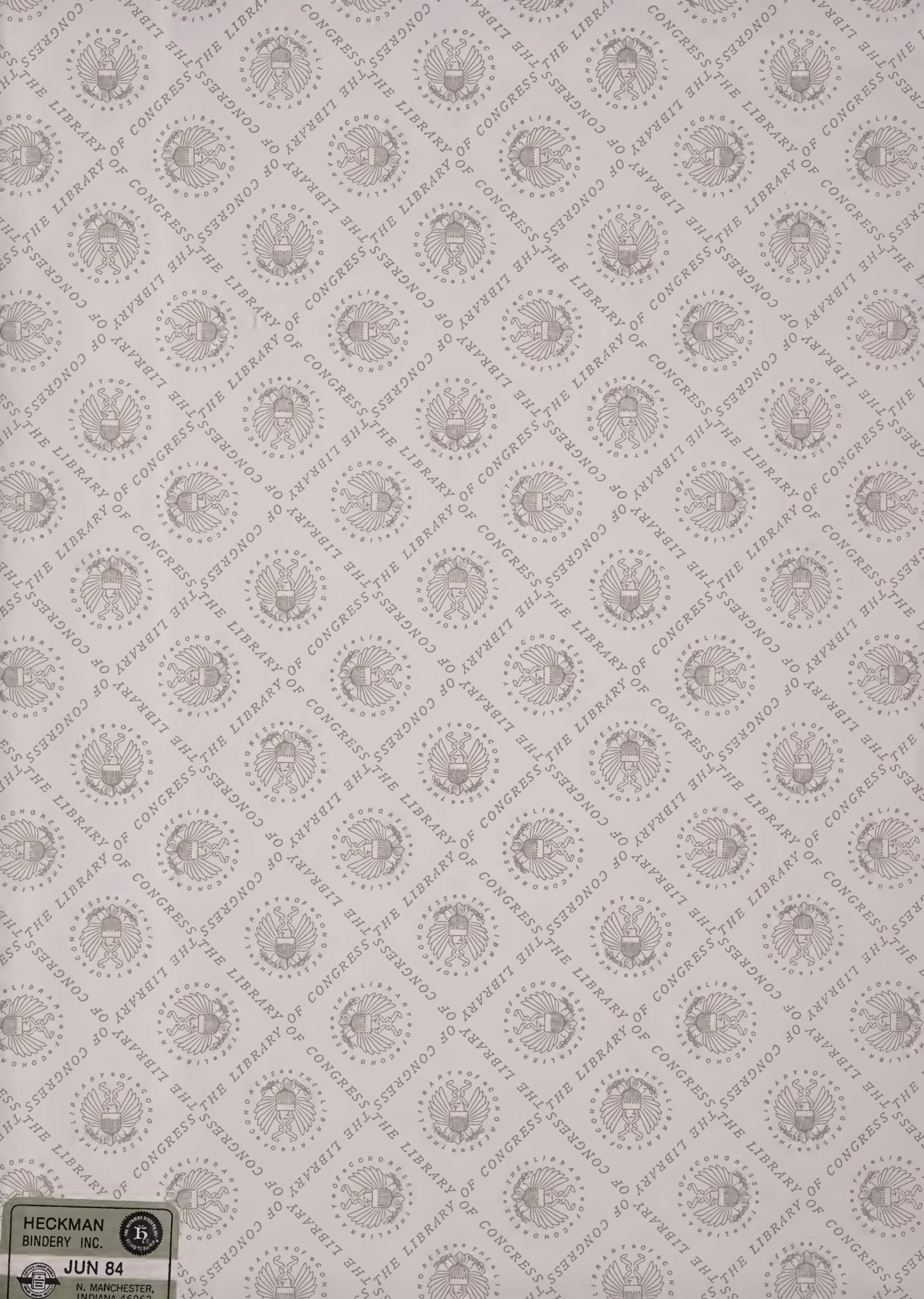
Per _____

Per _____

(This Bill of Lading to be signed by the shipper and agent of the carrier issuing same.)

H 79 84





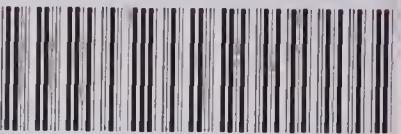
**HECKMAN
BINDERY INC.**



JUN 84

N. MANCHESTER,
MANCHESTER,

LIBRARY OF CONGRESS



0 017 100 191 2